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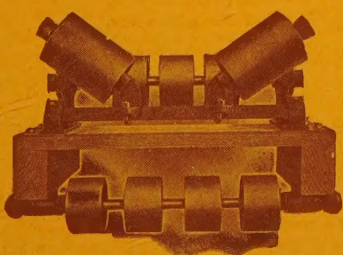
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Clark & Sons, Thos. S., grain receivers.*
England & Co., Chas., grain, hay.*
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Frame Knight & Co., commission merchants.
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Hammond, Snyder & Co., Inc., receivers, expts.*
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Kirwan Bros. Grain Co., grain and hay.*
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Empire Grain & Eltr. Co., grain feed shippers.

BLACKWELL, OKLA.

Beutke Bros., hay, grain and alfalfa meal.

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Baldwin Grain Co., brokers.
Hasenwinkle Grain Co., brokers.
Slick & Co., L. E., buyers and shippers.

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Benzaquin, Matthew D., grain brokerage, com'n.
McLean Alpine Co., The, hay and grain.
Ranlet Co., The D. W., grain and millfeed.
Ronald, Thos., grain broker, export and domestic.

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Delp Grain Co., E. E., grain and mill feeds.

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Benepe-Berghund Grain Co., Mont., oats & barley.

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Churchill Grain & Seed Co., buyers, shippers.*
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Irwin, Dudley M., barley.
Pratt & Co., grain commission.*
Spann Grain Co., O. G., gn. com., bar'y a spec'ty.
Townsend-Ward Co., grain commission.*
Whitney Eckstein Seed Co., seeds.

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CAIRO, ILL.

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Halliday Mfg. Co., H. L., soft, red winter wheat.
Magee Grain Co., grain.*
Thistlewood & Co., grain and hay.

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Tankersley & Co., grain brokers.

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Dole & Co., J. H., grain and seeds.*
Elmore, Squire & Co., receivers and shippers.
Fitch & Co., Walter, W. K. Mitchell, Mgr.*
Fraser Co., W. A., grain commission.*

CHICAGO—Continued.

Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
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Hately Bros., grain and provisions.
Hoit & Co., Lowell, commission, grain and seeds.
Hooper Grain Co., receivers, shippers.*
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Lamson Bros. & Co., consignments solicited.*
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Merrill & Lyon, commission merchants.*
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Mumford & Co., W. B., hay & grain commission.
Nash-Wright Grain Co., grain, prov., seeds.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.
Press & Co., W. G., grain, provisions, stocks, etc.
Rang & Co., Henry, grain commission.
Re Qua Brothers, grain commission.*
Rogers & Bro., H. W., grain and seeds.
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., buyers and shippers.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., Clarence H., commission.
Udlike Commission Co., grain commission.*
Wagner Co., E. W., receivers and shippers.*
Ware & Leland, grain, seeds.
Wilson & Co., B. S., grain commission.
Wright & Co., Jno. F., commission merchants.

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Allen & Munson, grain, hay, flour.*
Bender, A., grain, brokerage & Com'n.
Brown & Co., W. L., consignments.
Cincinnati Grain Co., commission merchants.
Early & Daniel Co., grain and hay.*
Ellis & Fleming, grain and hay.*
Gale Bros. Co., grain, hay, feed.*
Gray, Ralph, receiver & shipper.
Loudon & Co., grain commission.
Richter Gr. Co., grain, hay, flour and feed.
Trent Milling Co., receivers & shippers.
Union Gr. & Hay Co., grain buyers and commiss'n.
Van Leunen & Co., Paul, grain consignments.
Whitecomb & Root, hay, grain and mill feed.

CLEVELAND, O.

Bailey, E. I., grain and millfeed.*
Bennett, W. A., receivers grain, hay & millfeed.
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., grain, hay, straw.*
Sheets Bros., Eltr. Co., The, grain, hay, straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay.*
Union Elevator Co., grain, hay and salt.*

COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Board of Trade Members.
Felty, A., track buyer & shipper, grain & hay.
Scott & Woodrow Co., carlot shippers grain & hay.
Strittmatter, Edward, grain merchant.

CRAWFORDSVILLE, IND.

Crabbs-Keynolds-Taylor Co., grain, seeds.*

CROWLEY, LA.

Lawrence Bros. Co., Ltd., grain, seed and feed.

CUMBERLAND, MD.

Board of Trade Members.
Marley & Co., grain and hay distributors.

DALLAS, TEX.

Moss, C. L., buyer and ship'r, grain, hay, millfeed.

DANVILLE, ILL.

McConnell, R. B., grain dealer.

DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.*

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.

DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.*
Crescent Mill & Eltr. Co., flour and grain.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.
Thompson Merc. Co., W. F., hay and grain.

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Lockwood Grain Co., B. A., grain & millfeeds.

DETROIT, MICH.

Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
Hart Grain Co., recvrs. & shippers, grain beans.
Hobart, H. M., grain, hay and millfeeds.*
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Simmons & Co., F. J., grain recvrs. & shippers.*

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Forrest Utley Co., grain, millfeed and screenings.

EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

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Keller, Emil, grain broker and track buyer.

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Kolp, E. R. & D. C., grain and seed dealers.*
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Werner Wilkens Grain Co., receivers & shippers.

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Frank & Co., Wm., grain brokers.

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Board of Trade Members.
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Wisrodt Grain Co., wholesale grain eltr. facilities.

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Grubbs Grain Co., E. A., track buyers.*

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Harrisburg Feed & Gr. Co., grain, feed, hay.

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Boyd, Bert A., The Indianapolis commission man.
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Stockbridge Elevator Co., grain, beans, hay.*

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Reinhardt & Co., grain, flour, hay and feed.

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Ernst-Davis Grain Co., commission.*
Fisher Com. Co., E. D., grain commission.*
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Hinds & Lint Grain Co., receivers, shippers.
Lichtig Gr. Co., Henry, screenings, kafir corn, feed.
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Norris Grain Co., grain merchants and exporters.
Roehen-Cary Grain Co., grain, flour, millfeed.*
Steele & Co., H. H., grain and seeds.*
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.

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McCray, Morrison & Co., track buyers.*

LA FAYETTE, IND.

Helmlinger, F. G., track buyer of grain.

LINCOLN, NEB.

Lincoln Grain Co., receivers, shippers.

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Gordy Co., C. L., grain and millfeed brokers.
Hayes Grain & Com. Co., grain, hay, millfeeds.

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Bligham-Hewett Grain Co., recrs. & shippers, grain.*
Brandels & Son, A., receivers & shippers of grain.
Callahan & Sons, grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay and grain.
Fruechtenicht, Henry, grain & hay.
Menefee & Co., E. H., grain and hay.
Schuff & Co., A. C., grain & hay.
Thomson & Co., W. A., corn, oats & rye.
Verhoeff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

LYNCHBURG, VA.

Moon & Le Grand, grain and hay brokers.
Owen & Jennings, brokers.

MCGREGOR, TEX.

McGregor Mfg. & Gr. Co., Sante Fe, grn., seeds.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

MEMPHIS, TENN.

Merchants Exchange Members.

Brown & Co., W. P., wholesale grain & hay.*
Buxton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
Horton, J. B., & Co., grain and hay commission.*
Jones, Lee D., grain and hay commission.*
Jones & Rogers, grain dealers.*
McLaughlin Coal & Grain Co., grain and hay.*
Moon & Co., W. D., receivers and shippers.
Patteson & Co., G. E., receivers and shippers.*
Rainer, Connell & McFadden, grain, hay, millfeed.
Wade & Sons, John, grain, hay and commission.*
Webb & Maury, grain and hay.*
Wyatt, E. W., grain and millfeed broker.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLE POINT, OHIO.

Pollock Grain Co., grain, hay and straw.

MILWAUKEE, WIS.

Chamber of Commerce Members.

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Bauman, C. H., grain commission.
Bell & Co., W. M., grain and seeds.*
Courteen, S. G., field seeds.
Ellsworth, B. C., grain consignments.
Fagg & Taylor, grain merchants.*
Franke Grain Co., grain and feed.
Hadden Co., E. G., grain commission merchants.
Johnstone & Templeton, grain commission.
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Mereness & Potter Co., grain commission.
Owen & Brother Co., grain commission.
Owen & Co., O. C., grain commission merchants.
Rankin & Co., M. G., shippers, corn, oats, barley.
Rialto Elvtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.
Wissbeck-Grunwald Co., grain and feed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

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Brown & Co., E. A., commission.
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Davies & Co., F. M., grain commission.
Fraser-Smith Co., grain commission.
Getchell-Tanton Co., grain commission.
Gould Elevator Co., grain merchants.
Hankinson & Co., H. L., grain commission.
International Grain Co., grain consignments.
Johnson & Olson Grain Co., grain commission.
Marfield Grain Co., grain commission.
McCaull Dinsmore Co., consignments solicited.*
Minneapolis Seed Co., field seeds.
Murfin, George W., strictly grain commission.
Nye, Jenks & Co., grain commission.
Poehler Company, H., grain commission.*
Quinn Shepherdson Co., grain commission.
Ray Grain Co., grain commission.
Rihelkaffer Co., J. H., grain commission merchants.
Van Eusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.
Wernli-Anderson Co., grain commission.
Zimmerman, Otto A., barley specialist.

MONROE, O.

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MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

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Rose, Caswell E., corn, oats, hay.

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Robinson, G. B., Jr., grain and millfeeds.

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Scott & Co., Inc., S. D., wholesale hay & grain.

OGDEN, UTAH.

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Robey Grain Co., R. E., grain broker.

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Hynes Grain Co., receivers and shippers of grain.
Imperial Mfg. Co., grain consignments.
Merriam Commission Co., consignments.
Missouri Valley Elvtr. Co., grain merchants.
Middle-West Elevator Co., receivers and shippers.
Nebraska-Iowa Grain Co., receivers & shippers.*
Nebraska Seed Co., field & grass seeds.
Omaha Elevator Co., receivers, shippers.*
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Saunders-Westrand Co., shippers of grain.
Taylor Grain Co., receivers and shippers.*
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United Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.
Welsh Grain Co., grain and hay commission.

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Feltman, C. H., grain commission.
Grier & Co., T. A., grain commission.
Miles, P. B. & C. C., grain commission.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

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Lemont & Son, E. K., hay, grain millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Rogers & Co., E. L., grain, hay.*
Standard Hay & Grain Co., grain, hay & straw.
Stites, A., Judson, grain and millfeed.

PIQUA, OHIO.

Kress Co., The Harry W., track buyers, gr. & hay.*

PITTSBURG, PA.

Members Grain and Flour Exchange.

Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Hardman & Heck, grain, hay and millfeed.
Heck & Co., W. F., grain, hay and millfeed.
Herb Bros. & Martin, grain, hay and feed.
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G., & Geldel, grain, hay and feed.
Walton Co., Sam'l., grain and hay.

PLAINVIEW, TEX.

Cobb & Elliott Grain Co., grain, seeds, coal, etc.

PUEBLO, COLO.

Cessna Gr. & Flour Co., P. A., grain, hay & flour.
McClelland Mct'l I. & R. Co., grain, hay & feed.

RICHMOND, VA.

Fairbank & Co., S. G., grain, hay, seeds.

SAN ANTONIO, TEXAS.

Lupton, R., whol. grain & cottonseed products.

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Interstate Grain Co., buyers and shippers.
Shepherdson Co., M. T., receivers and shippers.

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ST. LOUIS, MO.

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Connor Bros. & Co., grain.*
Eaton, McClellan Com. Co., grain, seeds and hay.
Goffe & Carkener Co., grain commission.*
Green Commission Co., W. L., grain.*
Kennedy Grain Co., receivers, shippers.
Langenberg Bros. & Co., grain and hay.
McClelland & Co., F. M., grain and hay.
Morton & Co., grain, hay and seeds.
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
Pendleton Grain Co., grain merchants.
Picker & Beardsley Com. Co., grain & grass seed.*
Powell & O'Rourke, receivers, shippers.*
Toberman, Mackey & Co., consignments solicited.

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King & Co., C. A., grain, clover seed.*
Southworth & Co., grain commission.*
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Wickenhiser & Co., John, revrs. & shippers of gr.
Zahn & Co., J. F., grain, seeds.*

TOPEKA, KAN.

Jolley & Blanchard, grain merchants.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

TYRONE, PA.

Miller's Sons, John H., receivers and shippers.

WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.
Craig, J. V., hay and grain broker.*

WASHINGTON COURT HOUSE, OHIO.

Lloyd, C. E., shipper of kiln dried corn.

WICHITA, KANS.

Board of Trade Members.

Baldwin-Barr Gr. Co., receivers and shippers.
Hastings & Co., grain brokers.
Independent Grain Co., grain commission.
Kelly Bros. Grain Co., commission and brokerage.
Roth Grain Co., grain and commission.
Thompson Grain Co., H. C., grain merchants.
Western Grain Co., The, wholesale grain, seeds.

WINFIELD, KANS.

Head Grain Co., grain, millfeed seeds.

*Member Grain Dealers National Association.

COLUMBUS CHAMBER OF COMMERCE MEMBERS

EDWARD STRITMATTER Grain Merchant

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Correspondence Solicited

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Milling Wheat One of My Specialties
WRITE FOR QUOTATIONS ON
"GRAIN AND HAY"

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Car Lot Shippers Grain and Hay
Largest handlers of New Cool and Sweet Corn in Ohio.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS

Nanson Commission Co.

GRAIN, HAY and SEEDS

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John Mullally, Pres. Martin J. Mullally, V.-Pres.
Vincent M. Jones, Secy. and Treas.**JOHN MULLALLY COMMISSION CO.**
GRAIN, HAY and SEEDSConsignments and Correspondence Solicited.
Your shipments will have our best attention.
Chamber of Commerce, ST. LOUIS, MO.RECEIVERS
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OF GRAIN
ENDORSERS**W. L. GREEN COMMISSION CO.**
ST. LOUIS**Consigning Any Hay
to St. Louis?**

Try F. M. McCLELLAND & CO.

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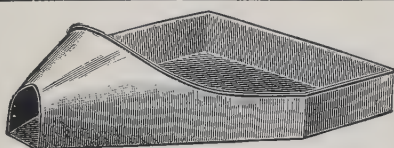
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We own Fireproof Terminal Elevator
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cleaning our customers' grain, but do
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KNOW WHERE TO FIND IT
WRITE BUREAU OF INFORMATION.
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153 Chamber of Commerce Annex
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The Churchill Grain & Seed Company
BUFFALO, N. Y.**WANTED:**Green pea screenings in carloads or
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Personal Attention Given All Shipments.**THE ELECTRIC GRAIN ELEVATOR CO.**Receivers and Shippers of
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The tables show the following reductions:
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Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 36 cents in 1 cent rises.

Price, postpaid, 50 cents

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La Salle Street

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Corn Handling Time

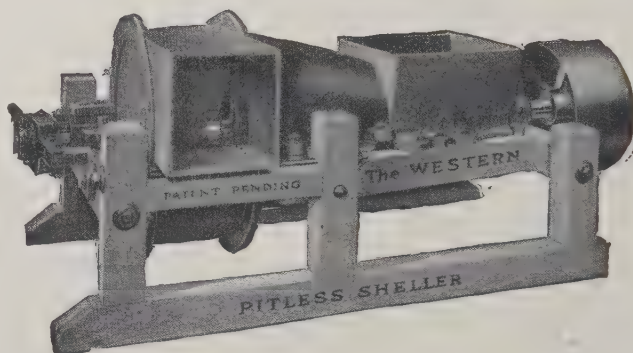
For nearly half a century, WESTERN machinery has played an important part in handling the world's corn crop. Our shellers and cleaners are the recognized standard wherever corn is grown.

The WESTERN PITLESS SHELLER

This machine was designed to meet the demand for a sheller that would discharge directly into the elevator leg or boot, without the necessity of a deep pit or tank.

It has been successful far beyond our expectations, and is a so-called fan discharge sheller which **POSITIVELY WILL NOT CRACK THE CORN**. This is a point for you to think about. Ask us and we will tell you why.

Built in four sizes. Capacities, 250 to 1,500 bushels per hour.



WESTERN REGULAR WAREHOUSE SHELLER

There are more of this type of sheller in operation than all others. Recent improvements put it in a class decidedly to itself. Among them are the following:

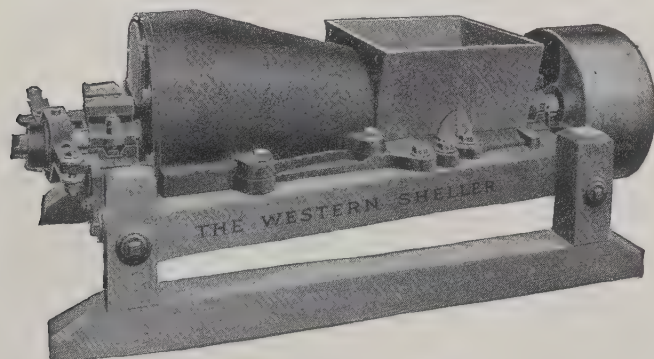
Full-turn, solid conveyor feeder.

Wide, flaring hopper.

Patented adjusting lever.

Extension frame on larger sizes.

Built in seven sizes. Capacities, 125 to 2,000 bushels per hour.

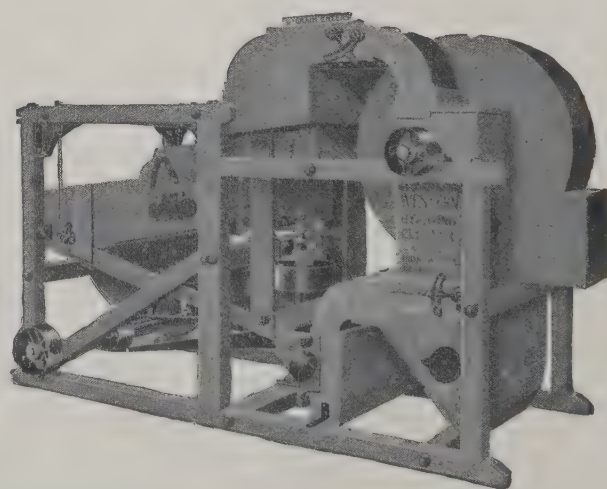


The WESTERN GYRATING CLEANER

We have, in this machine, three cleaners in one; built especially for separating corn from cobs as they come from the sheller. It can also be used as a re-cleaner for shelled corn or oats, and, with the addition of a set of special screens, it makes an excellent wheat cleaner.

The simplicity of the machine is something that appeals to every grain man. Its hundreds of satisfied users are the best evidence of its superiority. One prominent grain firm is now using fourteen WESTERN Gyrating Cleaners, after having tested nearly every other make of cleaner on the market.

Investigate this machine before you buy.

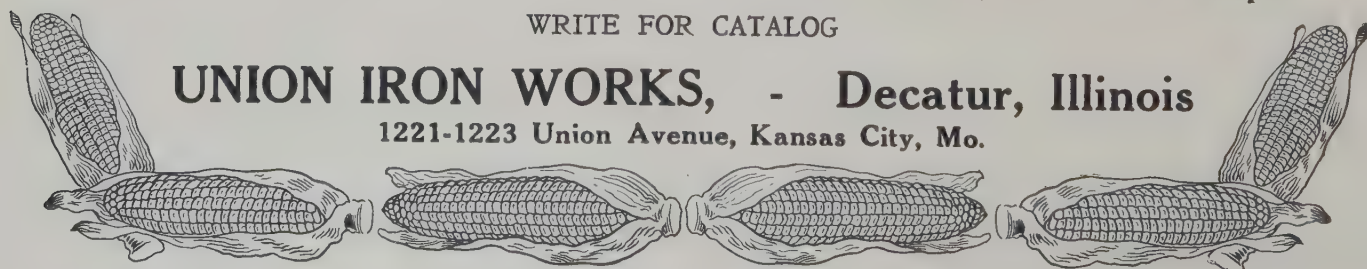


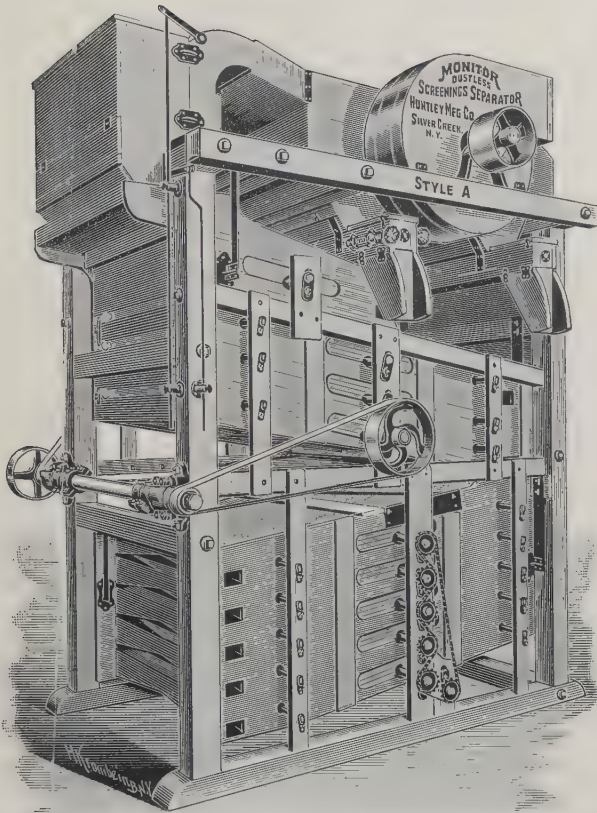
We Manufacture Everything Needed for the Grain Elevator, from Pit to Cupola

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UNION IRON WORKS, - Decatur, Illinois

1221-1223 Union Avenue, Kansas City, Mo.





"MONITOR"
SCREENINGS SEPARATOR

Your Screenings Are Worth More

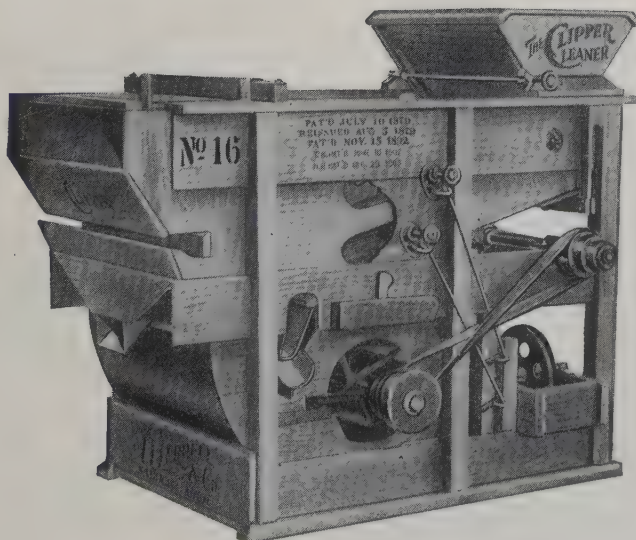
THIS machine will extract flax seed, wild mustard seed, wheat and oats from screenings of all mixtures. Why sell these valuable seeds and grain at the regular price of screenings when they may easily be separated and sold at greatly advanced prices? You can install this machine in your elevator and pass all your screenings through it, thereby deriving a handsome profit. The only machine of its kind manufactured. It is being used by most of the largest Northwestern elevators constructed in recent years—a guaranteed money-making investment.

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The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

A. T. FERRELL & CO.

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WE WILL SAVE YOU
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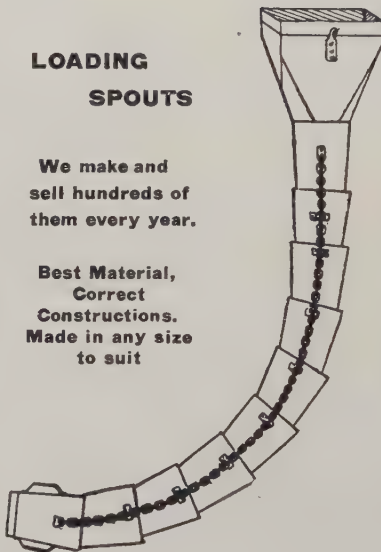
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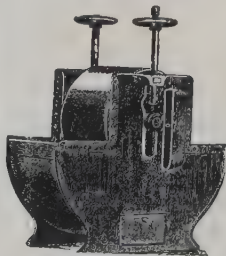


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with Clutches.

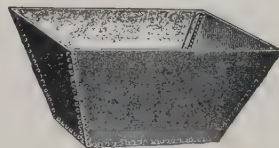
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CAST IRON BOOTS,
ADJUSTABLE,
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BOOT PANS, All Sizes.



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All Kinds.



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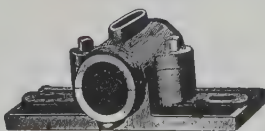
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Rawhide and
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Best Quality

Ask for our Handy Net Price
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A complete line of bearings,
Plain and Self-Oiling.



By Comparison always found to be the best. We
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An Automatic Scale, Not an Automatic Puzzle

A Scale
not a
Weighing
Machine

The Beam
comes to
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with each
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THE HOWE SCALE CO., Rutland, Vt., U. S. A.

Or our nearest wareroom in New York, Boston, Philadelphia, Pittsburg, Cincinnati, Chicago, St. Louis,
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AUTOMATIC GRAIN SCALE

In a class by itself.

Can you afford to be without this modern device in your mill or elevator?

We ask the privilege of submitting convincing proof.

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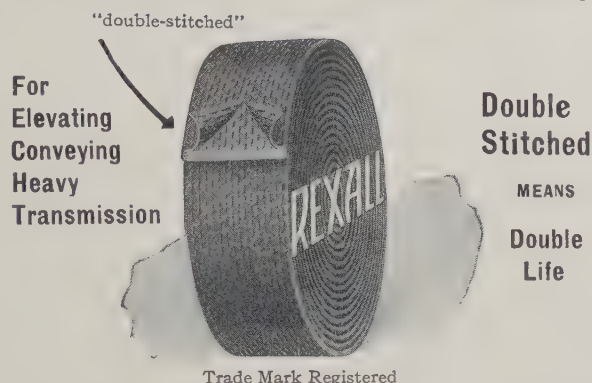
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Or our nearest wareroom in New York, Boston, Philadelphia, Pittsburg, Cincinnati, Chicago, St. Louis, Kansas City, Minneapolis, San Francisco, Los Angeles, or Portland, Ore.

Every Description of High Grade Howe Scales and Trucks Carried in Stock or Made to Order.

Are you still using rubber belting, or canvas made the same way it was 50 years ago with only one set of stitching? If you are, it's high time we told you about

Rexall Double Stitched Belting



Rexall Double Stitched Belting is made by first stitching the inner plies—next putting on the cover, and then giving it a second set of stitches

It costs no more than the ordinary canvas or rubber belt, but is guaranteed to last three times as long.

Write for sample, booklet, testimonials, etc.

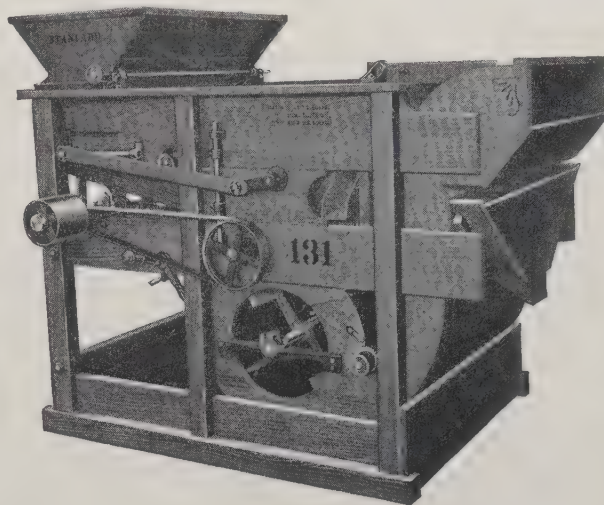
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THE TIME HAS COME

The present high prices, and the exceedingly large amount of weeds and dirt in grain and field seeds necessitates discrimination on the part of the field seed buyer. You can't blame him.



WHY?

then lose the benefits offered through the present market, install

THE STANDARD SEED AND GRAIN CLEANER

and reap results. Also receive the ideal machine, its many exclusive patented features, little cost of power for operation, a guarantee for effective cleaning.

Write for further particulars and let us show what we have done for others we guarantee to do the same for you.

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SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

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Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Concrete Means Protection

From Fire, Water and Vermin



FIRE cannot crack or burn. Water cannot soak through or rot. Vermin can make no impression on

Lehigh Portland Cement

while ever increasing strength does away with future repairs.

Write for our booklet, "41 Concrete Reasons" why you should use cement.

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HIGHLAND MILLING COMPANY.

The Lehigh Portland Cement Co.,

528 Peoples Gas Building, CHICAGO, ILL.

Read What One User Says

And if interested, write us, and we will tell you the name and where you can go see this machinery working. See cut below.

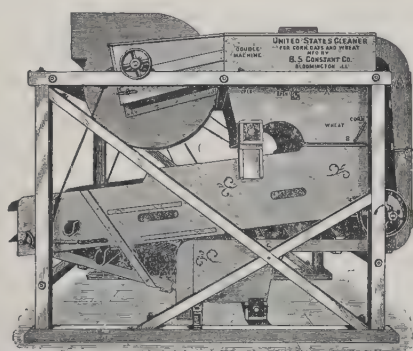
February 4, 1911.

Sirs:—The Double U. S. Cleaner we purchased of you some time ago is giving the best of satisfaction and is ahead of any cleaner I have had anything to do with, and that includes quite a number of different makes. There is but very little vibration, and I feel confident that we will not have any trouble with the Eccentric Boxes that is so common with any rapid moving Eccentric Shaft. Once thru cleans the grain ready for the car. Your arrangement for separating corn from wheat is fine, and I wonder why someone had not stumbled on to the idea long before this. I am satisfied that we will not use any other cleaner, unless you should improve on this, and I believe it impossible to get a machine that can do the work any better than this one.

We also have one of your Fan Discharge Corn Shellers and your Chain Grain Feeders which make a very complete outfit.

Yours truly,

Name furnished on request.



**B. S.
Constant
Co.**

Bloomington
Illinois

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QUALITY**

A little Forethought is nearly always better than a lot of After-thought

Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
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Gentlemen:—I am pleased to report that the No. 5 Richardson Oat separator I bought of you last June has done splendid work for me. In separating oats from wheat the work could not be better. It is a perfect separation; fine as silk. I have never before seen work that would begin to compare with the work of this machine.

Wishing you success, I am

Yours truly,
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You wouldn't do without a telephone because you have one and know it's value. You wouldn't do without a Richardson Oat separator or Screenings machine if once you had one, because you would know its value.

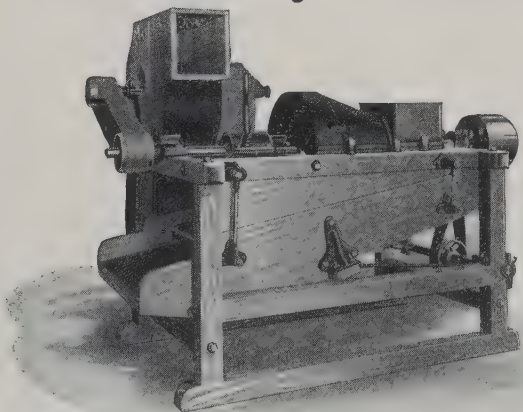
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One operation gives you PERFECT separations.

The Richardson Will Make you money.
not cost

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The Sidney Combined Sheller and Cleaner



This machine is used for shelling corn from cob, and cleaning same for milling and shipping, it is designed for elevators and mills where they require a machine of large capacity or do not want to put in a separate sheller and cleaner. It is provided with a powerful suction fan, thus keeping the room or building free from all dust or dirt. Equipped with a patent adjustment so that the sheller can be adjusted to the different conditions of the corn while in motion.

Fan can be made to discharge in either direction. The shaking screen is supported by steel spring hangers and the motion imparted by an eccentric on cross shaft which is driven by a belt from main shaft. All Sidney Shellers and Cleaners sold under an Absolute Guarantee.

The most complete and up-to-date line of Corn Shellers in the world is the Sidney line. Write for complete catalogue No. 25.

The Philip Smith Manufacturing Company, Sidney, Ohio
A Complete Stock Carried at Enterprise, Kansas

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Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

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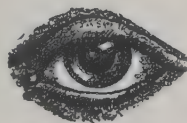
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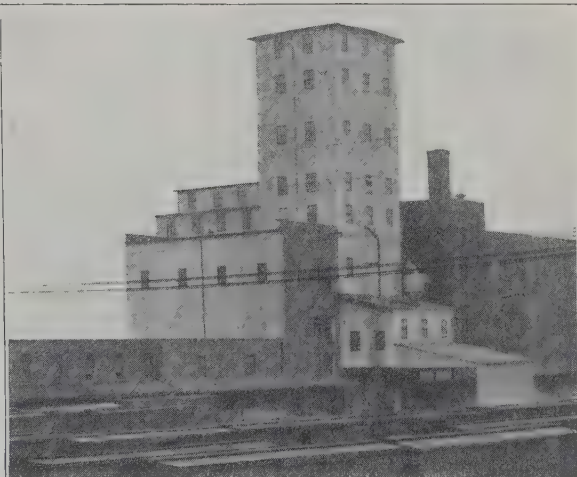
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La Salle Street, CHICAGO, ILL.

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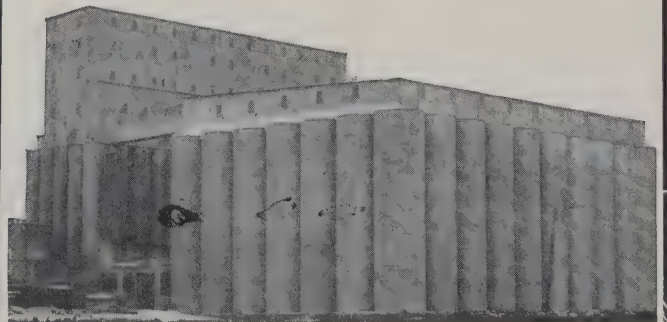
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CRUSH ear corn (with or without
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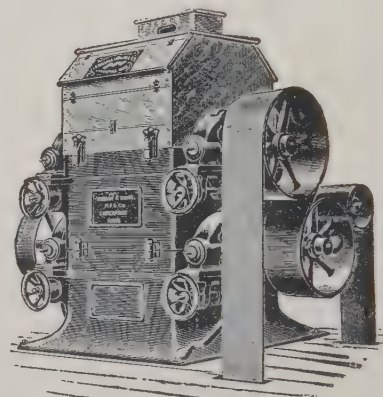
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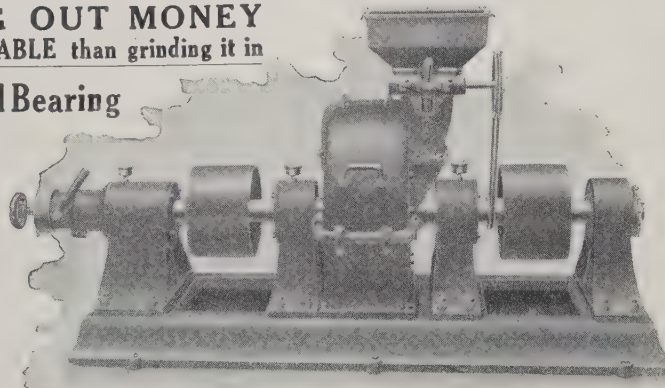


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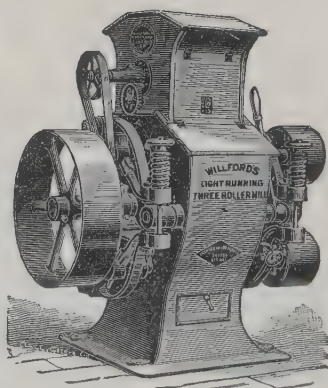
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Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest ad-
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The values are shown directly from the pounds
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La Salle St., Chicago, Ill

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Just through the neglect to spend a nominal amount. What is the loss of your elevator—your business—your year's profits, compared with little minor expense connected with the installation of an

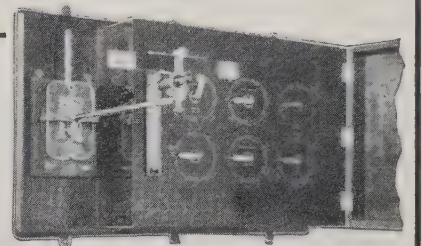
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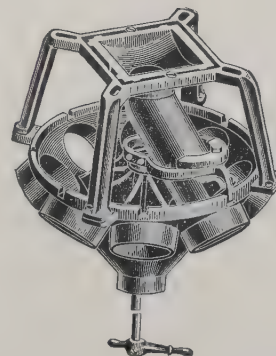
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LOCKING CAR
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Thousands of shippers use them.
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"Please ship us another with as little delay as possible."

Price \$10.00
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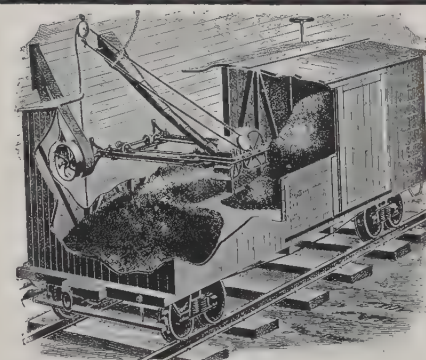
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"Please enter our order and ship at once one Boss No. 14 car loader without spout. We saved the spout out of the wreck. Probably you will make us a reduction for the spout."

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LOADER****IT
LOADS
GROUND
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In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

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You've been considering the installation of car loader for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

**COMBINED
GRAIN CLEANER AND PNEUMATIC
CAR LOADER**

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.

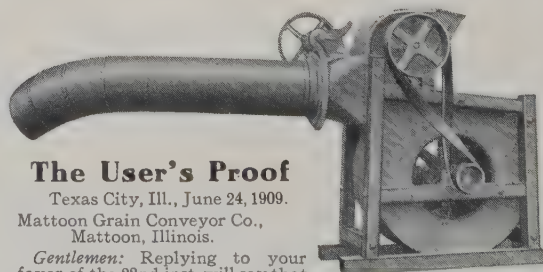
Second—It will fill the largest cars to full capacity, without any labor in the car.

Third—It is strong and durable, automatic in its action, and requires no attention after starting.

Fourth—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.

Fifth—It cools and dries the grain as it passes through the current of air.

For full particulars, prices and testimonials write

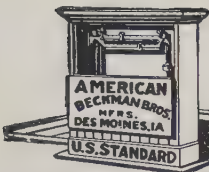
MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS**"LOADS GRAIN, MALT, OR SAND."****The User's Proof**

Texas City, Ill., June 24, 1909.
Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

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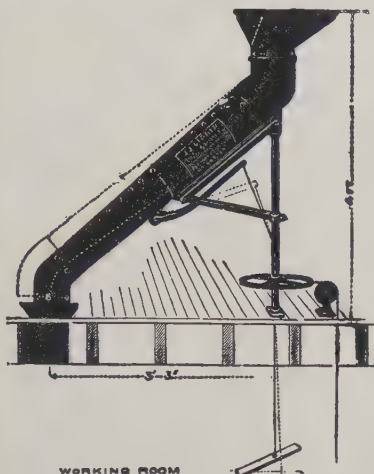
Yours truly,

W. T. GARNER.



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For STEEL and WOOD Frames, \$25 and up. Write US before YOU BUY. WE SAVE you money Also Pumps and Windmills. BECKMAN BROS., Des Moines, Ia.

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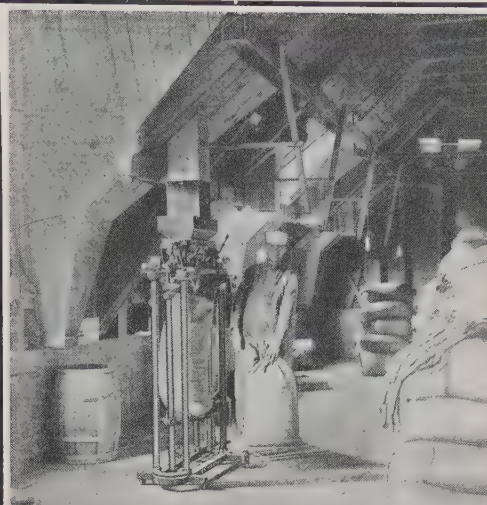
And be convinced that it is the best spout you can secure for your elevator.

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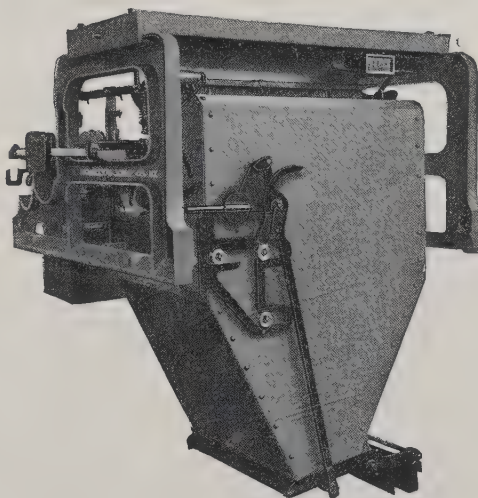
Weigh the Grain Quickly and Accurately.

Adjustable platform. Easily moved. A saver of time, labor, material and mistakes.

Will soon pay for itself in any mill or elevator.

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The Richardson Automatic Scale

Points the way. Cuts out hand labor and works automatically without watching.

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A BUILDING COVERED WITH
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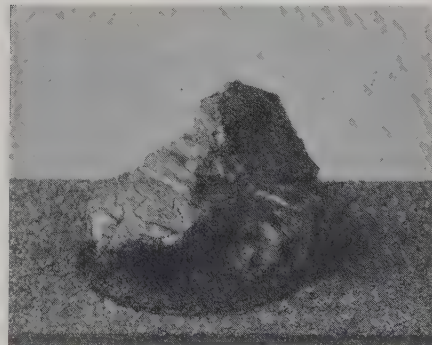
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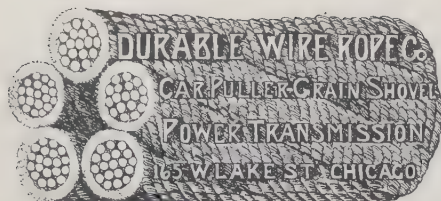
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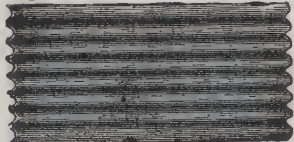


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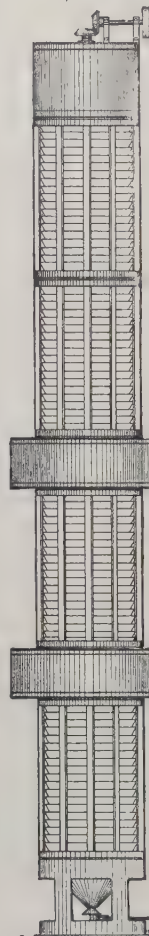
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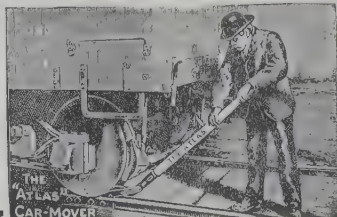


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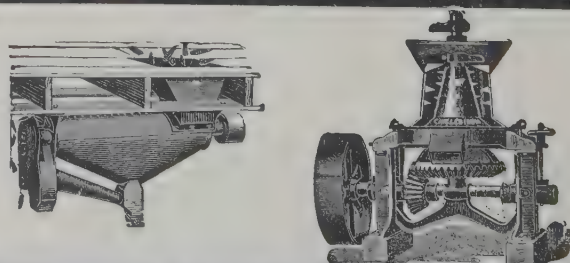


THE OLD WAY

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

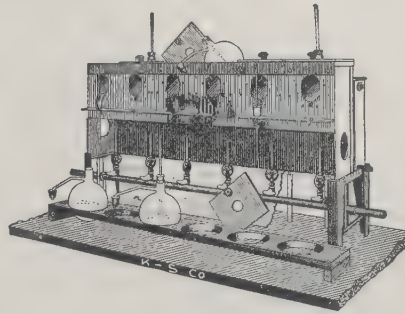
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315 So. La Salle Street

CHICAGO, ILL.

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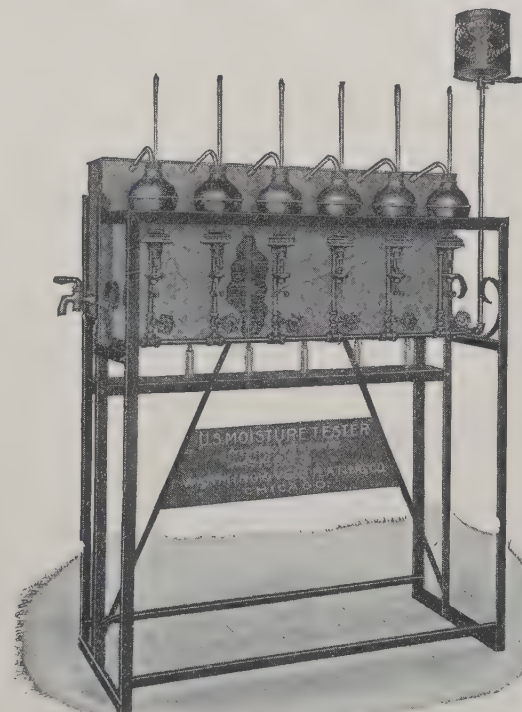
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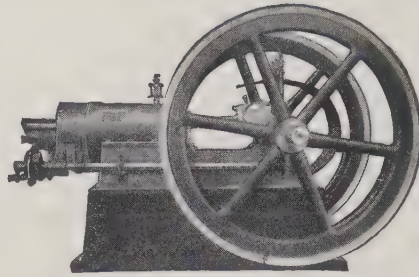
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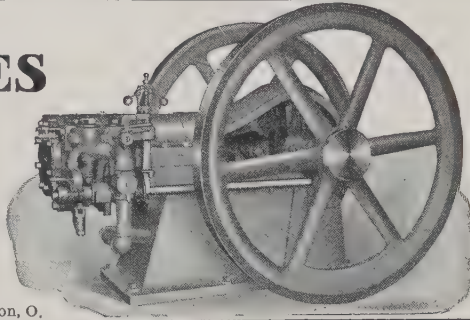
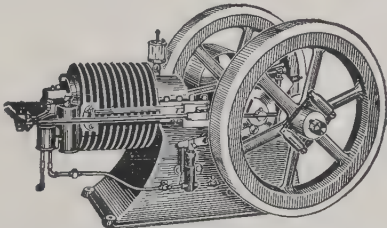
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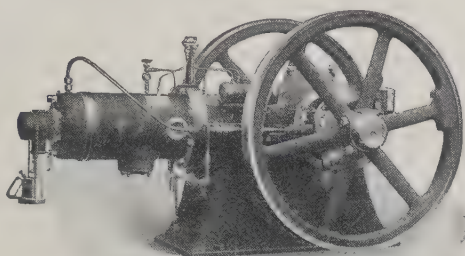
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It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

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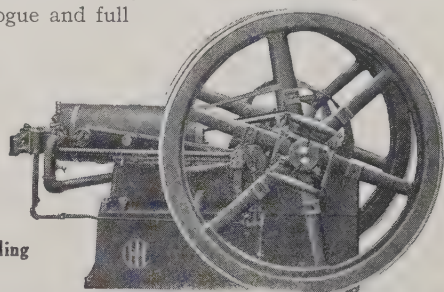
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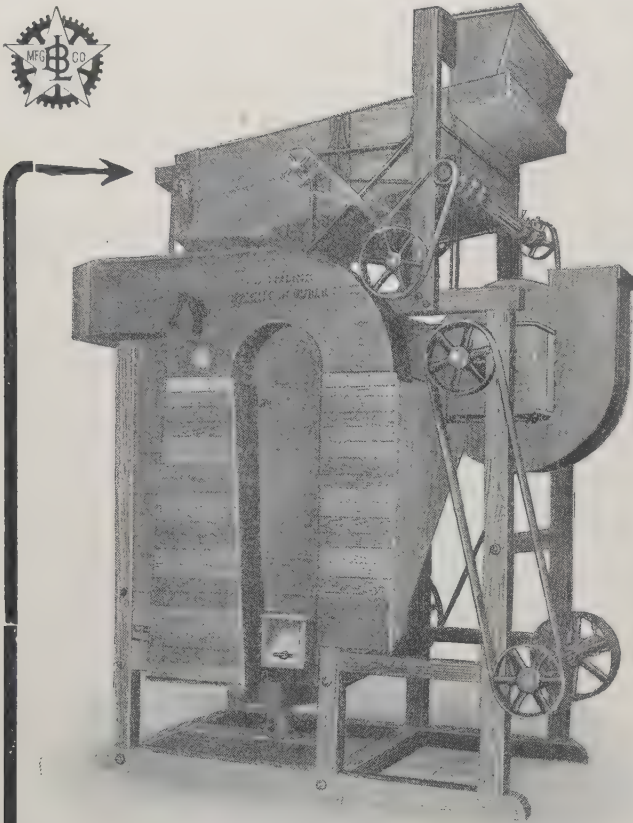


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This machine will save from 40% to 60% of the power required by horizontal machines and the cost of the fuel thus saved will in a short time equal the purchase price of the machine. Not only this but the work is better done, the ends of the berry being clipped the hardest.

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

PRICE, \$2 25

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La Salle St., Chicago, Ill.

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MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

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FOR SALE—Scientific feed grinder and crusher, style L. No. 1, price \$25. No. 14 Western warehouse sheller, price \$25. Both machines in first class condition. A. H. Webber & Son, Padua, Ill.

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SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, No. 4 and No. 98 Barnard's No. 8 Eureka Elevator Separators. No. 0 and No. 4 Richmond, No. 3 Eureka Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 and No. 321 Eureka and No. 4 Barnards.

Feed Mills, 7x14 Great Western, 7x14 Nordyke & Marmon, and 9x24 Barnard & Leas, all two pair high; 6x20 Challenge, 9x18 Smith, 9x18 Hutchinson, 9x24 Alfree, and 9x30 Wolf, all three pair high, and many others.

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Attrition Mills, 19 inch, 22 inch and 26 inch Foos, 30 inch American, 22 inch and 24 inch Unique, 20 inch Monarch.

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Corn Shellers—No. 2 and No. 4 Victor, No. 5 Keystone, No. B Standard and 2-Hole Joliet.

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ONE NO. 10 CLIPPER CLEANER for sale. In good condition. Will sell at a bargain. For further particulars address Farmers Elevator Co., Hunter, N. D.

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MACHINES FOR SALE.

ONE SPLIT PULLEY, diameter 3 ft. 2 in. x 7 in. face; one split pulley, diameter 5 ft. 7 in. x 7 in. face; one Monitor oat clipper No. 6, and one Boss car loader for sale at a bargain. Used very little. Owing to change in equipment, do not need them. M. J. Lane, Gerlane, Kans.

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2 Double rolls 9x24, Nordyke & Marmon. latest pattern, almost new.

1 Double roll 9x24, Noyes, geared.

4 Double rolls 9x16, Wilford & Northway Ideal.

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2 Minneapolis reels 7 ft. long, Wilford & Northway.

2 Wilford sieve purifiers, 3 ft. wide, 7 ft. long.

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1 Barnard & Leas mill separator, size 83.

1 Nordyke & Marmon No. 25 dust collector with new cloth tubes throughout.

1 Wilson dust collector, 5 ft. 6 in. by 9 ft. high.

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1 Columbia feed governor.

1 Beall wheat steamer.

1 No. 2 Nordyke & Marmon steam meal dryer.

3 Boilers, complete with rocking grates and fronts. A lot of elevator belting with cups, elevator legs, boots, heads and pulleys. Write Plymouth Milling Co., Le Mars, Iowa.

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WANTED—A second hand Hess Moisture testing machine for from one to two cars. Nickel Plate Elevator Co., Cleveland, Ohio.

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WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

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2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

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BAGS WANTED. Second hand burlap bags suitable for 100 lb. of corn chop. Address Barkemeyer Grain Co., Sedgwick, Kans.

STEAM ENGINES—BOILERS.

ONE 40 H.P. PENNSYLVANIA BOILER for sale. Internal furnace; 125 lbs. working pressure. Whalen Bros. & Grant, Charleston, Ill.

GASOLINE ENGINES

10 H. P. INTERNATIONAL GASOLINE engine for sale. Used 5 months. Putting in electric power reason for selling. Frank Gibbons, Dwight, Ill.

1 20 H. P. FAIRBANKS-MORSE gasoline engine, practically brand new. Fifty other sizes and styles. Write us if you need power. The Badger Motor Co., Milwaukee, Wis.

SECOND HAND GASOLINE ENGINES.

1 25 H. P. Fairbanks-Morse, 1 25 H. P. K. C. Lighting, 1 15 H. P. K. C. Lighting, 1 2 H. P. International, 1 8 H. P. Fairbanks-Morse Marine, 1 12 H. P. Red Wing Marine. Guaranteed condition. Way low prices. Harris Machinery Company, Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

REFITTED SCALES.

800-lb. Portable Buffalo\$ 9.00
1000-lb. Portable Drop Lever 12.00
4-ton Fairbanks wagon 55.00
6-ton Fairbanks wagon 65.00
6-ton Howe wagon 75.00
100-ton 44 ft. Fairbanks 350.00
Southern Scale Co., 407 N. 4th St., St. Louis, Mo.

SCALES WANTED.

WANTED—Second hand automatic scale to weigh up to five bus. of grain. Bailey, Pleasants Co., Lynchburg, Va.

INFORMATION.

ADDRESS WANTED of W. S. Martin, formerly of Wichita, Kans. Address S. E. E., Box 9, Grain Dealers Journal, Chicago, Ill.

LINSEED CRUSHING MACHINERY manufacturers address wanted. The W. S. Tyler Co., Cleveland, Ohio.

ADDRESS of firm handling baled shredded corn fodder wanted. Kunz Grain Co., Fredericksburg, Ia.

ADDRESS WANTED of the manufacturer of the Amazon Bag. I. L. Radwaner, 171 Broadway, New York, N. Y.

BIN ALARM manufacturer's address wanted. We want a device to warn elevator men when bin is full. Kennedy & Gordon, Ray's Crossing, Ind.

CALCIUM CHLORIDE manufacturer's address wanted. We want to prevent freezing of water in our barrels. Kennedy & Gordon, Ray's Crossing, Ind.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTH EAST KANSAS. For sale 15,-000 bu. iron-clad gasoline power elevator. Price \$6,000. Address H. K., Box 5, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

CENTRAL ILLINOIS. Elevator for sale at 400,000 bu. station. One competitor. Reason for selling, poor health. Address H. A. R., Box 12, Grain Dealers Journal, Chicago, Ill.

IOWA. For sale—lumber yard, 2 elevators, 6 coal bins and cement block plant, all one business in Cherokee, Iowa; all doing good business. Address Elmo Archer, Cherokee, Iowa.

FLORENCE, KANSAS. For sale at one-third cost, grain elevator, capacity 50,000 bus., A., T. & S. F. tracks. First class condition, modern equipment. Price \$6,000. Address R. P. Isitt, 901 Main St., Kansas City, Mo.

NEBRASKA. For sale, 10M grain elevator, corn cribs, feed house and coal sheds in a good grain country, doing a fine business. All on own ground. Poor health reason for selling. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

MICHIGAN. Elevator and feed business for sale or trade for farm property; 4 story building 90'x40', all covered with steel; on main line of M. C. R. R.; town 700 inhabitants; good farming country. Price \$6,000. Address B. V., Box 9, Grain Dealers Journal, Chicago, Ill.

OHIO. Will trade for land or sell for cash elevator, garage and coal yards. Land must be in Ohio, Ind., or Ill. This is a good business. No better grain country can be had. Poor health reason for selling. Address Chance, Box 4, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. For sale a modern 40M cribbed iron clad elevator in Ill. Handle 280 M. grain, 40 cars coal in average year. Good margins. Nice competition. Price right if deal made at once. All or half interest. Address H. T. W. Box 7, Grain Dealers Journal, Chicago, Ill.

10,000 BU. ELEVATOR and feed mill with corn cribs, hay sheds and warehouse; 20 h. p. gasoline engine. Big flour and feed business. Everything in best of order, running daily. 3 R. R.'s. Price \$5,000, one-half cash, balance to suit purchaser. Address B. C. H., Box 9, Grain Dealers Journal, Chicago, Ill.

OHIO. New elevator for sale. Equipped with 25 h. p. gasoline engine, Great Western sheller, No. 6 combination wheat and corn cleaner, Richardson automatic scale. Have a three high roll mill and new corn grader made by the Huntley Mfg. Co., for grinding feed. Address A. B. E., Box 8, Grain Dealers Journal, Chicago, Ill.

200,000 BUS. GRAIN BUSINESS with two up-to-date elevators and flour mill for sale. Large exchange and feed trade. No competition. Over 100 cars coal trade. In Ohio town of 1,300 population, in excellent, thickly settled farming community. Price is right. Address S. T., Box 4, Grain Dealers Journal, Chicago, Ill.

MINNEOSTA. For sale elevator in southwestern part of Minn. Capacity 20,000 bu.; equipped with modern machinery and building in good condition. Large feed, seed, hide and wool business, besides shipping grain. Excellent proposition. Will sell elevator and equipment \$4,600. Stock at inventory. Business has been established 25 years. Good reasons for selling. Address Minn., Box 9, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

INDIANA ELEVATOR and exclusive grain business; good side lines and a money maker. Address Box 363, Upland, Ind.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS. For sale, grain and coal business; 10,000 bus. elevator and 300 cars annual coal business. Good condition. On private property, 28 miles from Peoria, 179 from Chicago. \$5,000 takes it. Pete Dailey, Canton, Ill.

MINNESOTA. For sale terminal elevator at Minneapolis, Minn. Good storage and working house. Valuable trackage. Reasonable price and terms. Also country elevators in Iowa, North and South Dakota. Write for particulars. Address Mpls. Box 6, Grain Dealers Journal, Chicago.

10,000 BU. ELEVATOR AND 50 bbl. steam roller mill for sale. An up-to-date flour and feed mill (Allis system) in good dairy country on side track of main line of C., M. & St. P. R. R. No opposition. Everything in running order. Address G. G., Box 4, Grain Dealers Journal, Chicago.

CENTRAL IOWA. For sale, large and profitable business in grain, coal, salt, mill feed, etc. 20 M cribbed elevator; coal bins 500 tons, corn cribs 3,500 bu., warehouses, etc. All buildings in good repair. Good town, 1,000 pop. Address M. C. H., Box 6, Grain Dealers Journal, Chicago, Ill.

SOUTH EASTERN NEBRASKA. 20M capacity frame elevator for sale, in good town, well located for local coal and feed business. Good wheat, corn and oats country. Corn crop very promising. Good school advantages. \$4,000. Address Nebr. Box 5, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN OHIO. A new and modern equipped grain elevator, located on three of the best railroads in Ohio. Doing business of 100 cars per annum, also good coal trade and feed. Reason for selling, have other interests. Low price and easy terms. For further information address Modern, Box 8, Grain Dealers Journal, Chicago, Ill.

MICHIGAN. \$4,000 will buy a 40,000 bu. cribbed grain and bean elevator in Mich., located on the Mich. Central Ry. The sides and roof of the building are covered with iron and it contains 1,000 bu. hopper scale in top of elevator for weighing carlots, two hopper scales for weighing in grain and beans, small scales, two motors, four stand elevator, two mills, one feed chopper, one Giant bean picker, office furniture and warehouse. Large territory to draw from. A money maker. Owner retiring account of ill health. Address Mich., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AT PUBLIC AUCTION

To the highest bidder,

Arrowsmith, Ill.,

Saturday, November 25, 1911.

2 p. m. at its office door.

One of the largest grain points in central Illinois.

The large new elevator. Capacity 60,000 bushels.

All up to date machinery.

20 horse power Fairbanks engine and engine house; elevator office, double rooms and large safe; large coal shed that holds 125 tons.

Three lots of ground with double corn cribs that hold 12,000 bus. All tools and machinery and good will of company.

A money maker to the right man. Terms, one-fourth cash, balance upon delivery of deed and bills of sale.

By order of Board of Directors, Arrowsmith Grain, Lumber & Coal Co., Arrowsmith, Ill.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE or trade. For further information write Otto Schulz, Washburn, N. D.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns and get quick results.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA. Elevator for sale, located on S. D. Central Ry. In first-class condition and at reasonable price. A good bargain. Address Box 101, Watertown, S. D.

WESTERN NORTH DAKOTA. Two grain elevators must be sold at once for cash. Investigate and make a bid. L. Buege, 224 Boston Block, Minneapolis, Minn.

WESTERN OHIO. 15,000 bu. elevator and 150 bbl. mill combined. Splendid plant, 160 h. p. engine. Good grain territory. For sale at a bargain. Address K. H. B., Box 9, Grain Dealers Journal, Chicago, Ill.

IOWA. Two grain elevators 40 M. and 15 M. capacity, each run by gasoline engines; scales in each elevator; coal house, corncrib, office and residence. House has seven rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

ELEVATORS WANTED.

ELEVATOR WANTED, prefer N. E. Kans., good business, in good town, in exchange for a farm in central Kans. Price \$6,000. Address Box B, Bigelow, Kansas.

240 ACRES highly improved central Kans. farm to exchange for an elevator. Write for description and price. Address Exchange, Box 8, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

TWO HIGHLY IMPROVED KANSAS farms to exchange for a good Kans. elevator and residence or small farm. No objection small town if there is plenty of business. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

R. W. JETER, The elevator salesman, has buyers for your plant or he has a plant for you if you want to buy. Write him at once. R. W. Jeter, Ashton, Ill.

JAMES M. MAGUIRE, Campus, Ill., Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

OUR LIST OF 1,000 ELEVATORS. Our close study and many sales of them for over 9 yrs. every day, nothing else, our reliable work for every buyer and seller makes our services worth \$1,000 to any buyer which is gratis. Date me ½ buy of me. John A. Rice, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

OKLAHOMA. For sale flour, feed and coal business. Good feed mill in connection. In good Okla. town. Address Mill, Box 7, Grain Dealers Journal, Chicago.

WANTED—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

MILLS FOR SALE.

FEED MILL AND COAL YARD for sale. A good bargain. S. S. Makepeace, Troy, O.

WESTERN MARYLAND. Two daily operating flour mills for sale. 60 and 75 bbl. daily capacity. Located in excellent wheat belts. A. W. Fastie, 14 E. Lexington St., Baltimore, Md.

WASHINGTON flour mill for sale at a bargain. On Columbia river opposite Portland. 700 ft. of water front and trackage on Seattle, Portland and Spokane Ry. Shipping facilities by rail or water. 100 brls. capacity. Perpetual free water power. Latest machinery. Easy terms. Address Brong-Steel Co., Portland, Ore.

ONE HALF INTEREST IN A FLOUR, rye, buckwheat and feed mill that is in good running order; one with good local store trade and plenty of custom grinding; age and poor health reasons for selling; will trade for a good farm if desired. Henry Brown, Augusta, Wisc.

CENTRAL ALABAMA. Corn and feed mill for rent or sale. Best location for mill in state; large territory with mill in transit rates; large storage warehouse with mill, 500 feet R. R. track on mill property; meal, chops, cracked corn, horse and mule feed, dairy feed (alfalfa and plain) and poultry feed the product of this mill; up to date machinery; capacity meal 2,400 bu., chops or cracked corn 2,400 bu. feed two cars a day 24 hours. Address Box 676, Montgomery, Ala.

LAND FOR SALE.

OREGON, 1,300 acres finest farm and dairy ranch in Ore. on S. P. R. R. 75 miles south of Portland. Black loam, good buildings. A profitable investment at a reasonable price. Terms to suit. Address Brong-Steel Co., Portland, Ore.

CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery

Robinson's Cipher Code, leather	-	-	2.00
Hay and Grain Cipher Code	-	-	1.00
A. B. C. Code, 5th Edition	-	-	7.00
Baltimore, Export Cable Code	-	-	8.00
Companion Cable Code	-	-	5.00
Riverside Code, 5th Edition	-	-	3.00
Universal Grain Code	-	-	3.00
American Seed Trade Assn.'s Code	-	-	2.00
Stewart's International Code	-	-	.25

For any of the above, address

GRAIN DEALERS JOURNAL,
315 So. La Salle St., CHICAGO, ILL.

4 THINGS

the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

SITUATIONS WANTED.

WANTED POSITION by married man, 8 years' experience. Speak German. Iowa or Nebr. preferred. Address German, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED—POSITION as grain buyer or to handle elevator. 15 years experience gas or gasoline engines. Speak English only; married; highest references. B. Y. Cogar, Dahville, Ky.

WANTED to hear from parties who would open a branch brokerage office in Cen. Ill. Experienced, well acquainted. Address Solicitor, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED SITUATION by experienced grain man. Best of reference. Want year round station. Can handle feed and flour. Want good town in Texas, Okla. or Kans. Can go at once. State salary. Address W. M. Black, Hominy, Okla.

WANTED POSITION AS MANAGER or traveling solicitor for an up-to-date firm. 15 years as manager of a large line of country elevators. Best references. Address E. S. H., Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—By young married man with 7 yrs. experience as manager country elevator, position as manager and buyer for elevator or line of elevators. Address Manager, Box 9, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED PARTNER in elevator in bean belt of Michigan. To an active party this is a good opportunity. Address Partner, Box 6, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—Experienced hustling agent for grain and lumber station combined in Iowa. German preferred. State age, salary expected and give references in first letter. Independent Grain & Lumber Co., Mason City, Iowa.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

GRAIN WANTED.

WANTED—25 to 30 cars ear corn for Nov., Dec. and Jan. shipment. Stein & Wittlin, Buffalo, N. Y.

EAR CORN IN SHUCK wanted. First-class quality. Quote prices delivered Texas points. Reinhardt & Company, Jacksonville, Texas.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

QUOTE ME PRICES, BRAN, shorts, mill feed, oats, chops, snapped and shelled corn, demand heavy. A. S. Lewis, 412 Slaughter Bldg., Dallas, Texas.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

COBS WANTED.

GROUND CORN COBS wanted in car load lots. B. S. Maynard, 1444 W. 37th St., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MISCELLANEOUS.

WANTED BALED HUSK CORN HUSK, hay and straw, also yellow ear corn, shelled corn, oats and wheat in carload lots. C. T. Hamilton, New Castle, Pa.

BUCKWHEAT FOR SALE.

BUCKWHEAT FOR SALE in car lots. Write for samples. A. Hakes, Manson, Iowa.

PURE WHITE BUCKWHEAT FLOUR for sale. Buckwheat groats and buckwheat grain. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

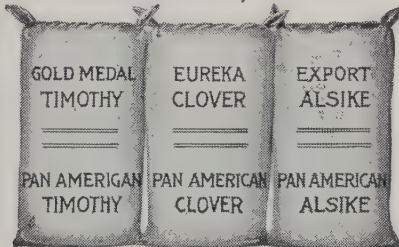
124 Perley St., SOUTH BEND, IND.

**WANT HELP?**

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

SEEDS FOR SALE—WANTED

Whitney-Eckstein Seed Co.
BUFFALO, N. Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

KAFFIR **K**ORN and **M**ILO **M**AIZE

Tomlin Grain Co.
KANSAS CITY, MO.
BUYERS AND
DISTRIBUTORS
Ask Us For Price

KAFFIR CORN

L. H. Powell & Co.
Wichita, Kans.

We ship direct from our own elevators. Can ship recleaned country run or cracked seed, either in bulk or sacked.

2 JOURNALS \$2

Send us \$2.00 and we will send you the semi-monthly

GRAIN DEALERS JOURNAL
of Chicago
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both for one year. Try Combination today.

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Timothy
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SEEDS

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushelspounds, Price, Dollars and Cents. It is printed on manilla paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address **GRAIN DEALERS JOURNAL**, La Salle Street, CHICAGO, ILL.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

WE MAKE A SPECIALTY of high grade seed corn, also seed oats. Aye Bros., Blair Nebr.

WHITE SILVER SKIN ONION SEED 50 cents per lb. in 100 lb. lots. Eberts Grain Co., Nabb, Ind.

ORCHARD GRASS AND BLUE GRASS. Ask for free booklet, samples and prices, car lots or less. Louisville Seed Co., Louisville, Ky.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

KAFFIR CORN. Are you a consumer of kaffir corn? If so, it will be to your interest to correspond with us, advising us of your wants, as we are located in the center of Butler Co., Kans., the largest kaffir producing county in the U. S., and can name you delivered prices to any part of the country and furnish you with stock direct from fields. J. C. Haines & Co., Augusta, Kansas.

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.



Headquarters for Wisconsin Grown Timothy and Clover Also Dry Land Montana Grown Alfalfa
ROSENBERG & LIEBERMAN
MILWAUKEE, WIS.

W.H. SMALL & CO.
SEEDS

Clover, Timothy, Red Top, and All Other Field Seeds

Also Receivers and Shippers of

GRAIN and HAY

Send Us Ask for **Samples**
EVANSVILLE, IND.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply, samples and quotations. The M. G. Madson Seed Co., Manitowoc, Wis.

RED RIVER EARLY OHIO SEED potatoes. We also want to buy timothy seed, car lots or less; send samples; also Bromie grass-millet seed, etc. N. J. Olsen Co., Moorhead, Minn.

FOR SALE

Alfalfa Seed Timothy Seed
THE NEBRASKA SEED COMPANY
OMAHA, - NEBRASKA

The Indiana Seed Co.
Indianapolis, Ind.

We are in the market for Clover, Timothy, Alsike and other field seeds.

Send samples for our bids

ALFALFA SEED

Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO.
OGDEN, - - UTAH
Est. 1887

MEAL WANTED.

MEAL AND CHOPS WANTED. We are in the market for continuous shipments of corn meal and chops and will be pleased to hear from manufacturers. Metzger & Gibson, Meridian, Miss.

SCREENINGS WANTED.

WANTED WHEAT SCREENINGS, corn screenings, chicken feed wheat. Send large express samples. Henry Lichtig Grain Co., Kansas City, Mo.

IF YOU WANT

the Top of The Market for your TIMOTHY SEED Mail 2 oz. samples for bids to

SEED G. S. MANN, BROKER

512 Postal Telegraph Bldg., CHICAGO, ILL.

SEEDS WANTED

CLOVERS—(Medium Red and Alsike)
TIMOTHY

Garton Cooper Seed Co.
SUGAR GROVE, ILL.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.
Kansas City, Mo.

A. ROUSSET, 38 Rue De Louvre, Paris

WHOLESALE SEED EXPORTATION

CLOVERS, ALFALFA

GRASSES A SPECIALTY

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN



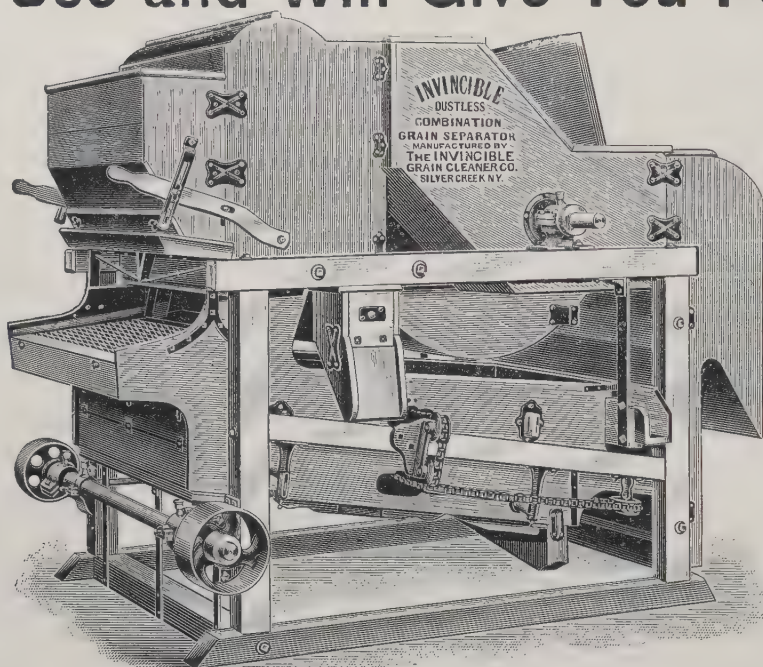
Minneapolis Seed Company
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

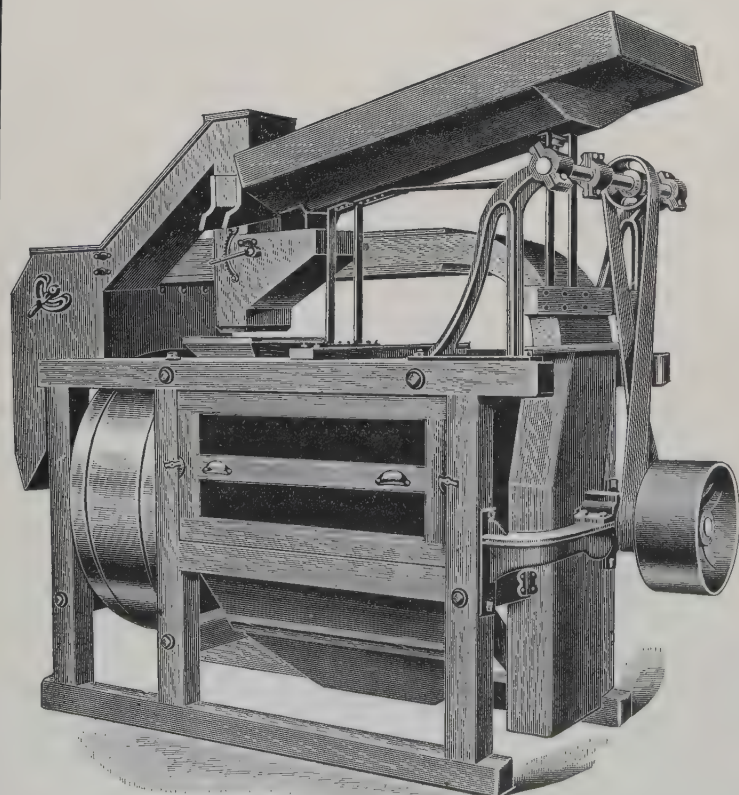
Invincible Grain Cleaner Co., Silver Creek, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 10, 1911.

EVEN Massachusetts had a corn show this season, and over 100 growers exhibited corn. The Nutmeg State is yet to be heard from.

A TELEPHONE contract, without written confirmation, has resulted in an Eastburn, Ill., buyer suing farmer for delivery of grain sold. Telephone contracts to buy or sell grain can be enforced in few states.

GRAIN BUYERS who find buying by the bushel a cumbersome method of doing business, should buy by the pound. Then it will not be necessary to make any reductions, and the margin of profit will not be unwittingly wiped out.

COUNTRY elevator men who last July got large quantities of corn for November delivery are now wondering if it will be safe to expect the stuff. It looks very much as tho many of them will have to buy in corn to fill their contracts of sale to central market buyers.

JUST as the grain trade was beginning to feel that the question of Atlantic Port differentials on grain was settled for all time, the case again breaks open, and the old controversy between Baltimore, Philadelphia and New York is again being waged before the Interstate Commerce Commission.

WATER BARRELS and water jacks of gasoline engines will freeze up and burst soon, unless filled with a non-freezing solution. An admixture of alcohol may be alright for an automobile cooling tank, but is entirely out of place in the water barrels of your elevator, unless you are anxious to encourage combustion.

SHIPPERS who desire to escape payment of demurrage on their shipments should attach original B/L to their draft, instead of duplicate. Grain commission merchants cannot be expected to advance money on promises. The assignment of the original B/L must be effected before calling upon the commission merchant to advance money.

AN ILLINOIS grain and elevator company has obtained a judgment of \$46,000 against the C. & A. R. R. because sparks from a passing locomotive burned its plant. Elevator men everywhere will hope that the decision will be sustained in the higher courts. Of course, the railroad company will fight it to the courts of last resort, as usual.

AGRICULTURAL specials are now being run by different railroads in Ohio, Michigan, Indiana, Wisconsin and Tennessee, and no doubt others will be run shortly. The work done by these special trains seems to fully justify the operations of more trains. The farmers attend the lectures in large numbers, and seem glad to get the information.

NOW that potash has been discovered in large quantities by some person not yet disclosed by the secretive Sec'y of Agriculture, it will not be necessary henceforth for U. S. farmers to go to Germany for fertilizer of this character. Grain dealers everywhere will be glad to see the farmers use much fertilizer, as their farms are greatly in need of it.

THE DEADLY set screw disrobed an elevator employee at Plano, Tex., recently, broke his neck, both arms and badly bruised his head and body. Accidents of this kind are sure to happen, so long as elevator owners and employees permit dangerous machinery to go unguarded. It is an easy matter to protect set screws; criminal to permit them to remain unprotected.

THE SOUTHERN Wholesale Grocers Ass'n has been declared a trust, in restraint of trade, by the U. S. Court of Appeals, and has been prohibited from attempting to coerce manufacturers in selling to members of the ass'n only. The fixing or maintaining of selling prices is forbidden, as well as any action designed to prevent persons buying or selling commodities at any figure which suits their wishes. Henceforth the ass'n will abandon its combination conferences, and confine its efforts to the promotion of pink teas.

GRAIN elevator operators living in states having laws making employers liable for all accidents to employes, will be interested in learning that the Supreme Court of Kansas has sustained a verdict of \$1500 damages for injuries received by an employe while pushing cars.

A NORTH DAKOTA agent points with pride to 20 years service in the management of one elevator, and well he may, for in that time he has learned the whims and shortcomings of all of his customers, and should be able to hold his trade against the onslaught of newcomers. Frequent changes of agents results in the sacrifice of their acquaintance, as well as their knowledge of the business of the station.

DUST EXPLOSIONS have contributed to the destruction of another elevator, this time a Chicago house, which was operated by the Chicago Flour Mills Co. The explosion was not accompanied with a loss of life, as is frequently the case, but served to warn the firemen of the combustible character of the contents. Where elevators are equipped with up-to-date dust collecting system, this danger is reduced to a minimum.

DELAYS in the settlement of claims against railroad companies for shortages, overcharges and other damages, are natural with railroad companies which have a strong antipathy to the payment of any claims. Those who follow up the filing of their claims with vigorous regularity, have little difficulty in collecting what is rightly due them, and some grain shippers are now making the tracing of claims one of their first duties on the first business day of each month.

FORTY-EIGHT pounds of barley will make a bushel in Minnesota, if the Railroad & Warehouse Commission has its way. Thru its influence a law was enacted, fixing the maximum weight of a bushel of barley at 48 lbs., and prohibiting any person from buying or selling by any other measure. Those who have been buying and selling bushels of 50 pounds are likely to get into trouble, unless they buy fifty pounds of barley, instead of a bushel of barley.

MUSTY WHEAT has received a black eye in Kansas, and henceforth farmers of that state will make more of an effort than heretofore to avoid its production, and under no circumstances will they attempt to sell it to discriminating buyers. A farmer who sold smutty wheat to a mill at Clay Center, Kas., recently was fined \$15 and costs, and the Kansas State Board of Health Inspectors are traveling about, with a special view of detecting others who are attempting to sell smutty wheat a good grain. Smutty wheat is the bane of the miller, and of no value to anyone. Even the hogs refuse to eat it.

SHIPPERS who have been called upon to pay freight for an amount of freight in excess of the total weight loaded into car, even tho car was loaded to its full visible capacity, will be interested in the experience of an Ohio shipper, whose query appears in this number. There seems no excuse whatever in the railroad companies indulging in this form of extortion. Other shippers having the same experience, will help to eradicate the wrong by giving us a statement of the facts for publication.

THE CONDITION of new corn varies widely in the principal corn growing states. Some sections of Illinois have so much corn down in the fields that huskers are refusing to gather it, even for 6c a bu. In the meantime it is sprouting and spoiling. The leading farmers about Tuscola are gathering the rotten corn, as well as the good corn from their fields, the purpose being to burn the spoiled corn and market the good. They fear to leave the rotten corn in the fields, because of danger to their live stock.

SHIPPERS should not overlook the fact that laws forbid railroad companies charging any shipper less than the schedule rate, but they can charge shippers as much more than the schedule rate as they can get out of the shipper without protest, and without committing any infraction of the law. At least one carrier, altho making no overcharge, neglects either to admit overcharge or to make a refund. For this reason it behooves every grain shipper to keep posted on freight rates, and pay only the rate called for by the schedule.

EVEN Idaho grain buyers are now suing farmers who fail to deliver grain sold, for damages resulting from their dereliction. Country grain buyers of long ago suffered these losses in patient silence, but the wide fluctuations in the markets of today forbid their suffering these losses without protest. Every buyer who insists on having what contract calls for encourages and helps other buyers to do likewise, and thereby reduces the number of grain dealers who are forced into bankruptcy thru their unwillingness to enforce contracts made.

THE BUCKET SHOPS have been given a new blow by a decision of the Court of Appeals at Washington, D. C. Fewer of these institutions are in existence today than at any time in the last twenty-five years, notwithstanding the fact that the crop of suckers is just as large, and that their blind avarice and ignorance leads them to deposit their coin with the bucket-shop keeper with the same eagerness as of yore, so it becomes necessary for the government to close up these shops in order to stop the betting on the quotations of the big exchanges.

COBS are such a burden to many grain elevator men, that they go to large expense for cob burners to dispose of them. If they would install a cob splitting machine, and furnish split cobs to farmers at nominal charge, no doubt every farmer would take a load back home, and use them for fertilizer. When split open, the cobs will rot and help to enrich any soil. It seems a woeful waste to burn so much good material.

OUR news columns disclose an unusual amount of building and improving in progress for this season of the year. It is gratifying to know that many of the country plants are using concrete more and more extensively, and few new houses are now erected without concrete basement and heavy concrete foundation, as well as a commodious office. Elevator men are building better, and no doubt will be in position to handle business more expeditiously and advantageously.

ELEVATOR OWNERS whose houses are located on railroad right of way are likely to be put to the expense of moving, if any of their buildings are nearer than 6 ft. 11 inches to the center of adjacent track, be it a switch or main line. Bill H R 2948, known as the Clearance Bill, has again been introduced in Congress. It is designed to promote the safety of employees and travelers, and forbids the erection or maintenance of any buildings at side or overhead which do not give the minimum clearance specified in the bill. No obstruction shall be erected or maintained above the tracks at a less height than 20 ft. While the maintenance of the clearance specified by the bill would no doubt reduce the danger to employees of railroad companies, still it would put many property owners to unusual expense. The National Industrial Traffic League is fighting the bill, and will welcome any assistance tendered by elevator operators.

NATURAL SHRINKAGE, that fanciful creation of the railroad claim agent, has never yet had its existence proven, but the grain traffic agents of the railroad companies are still struggling over the problem with their old time tenacity, and experiments in the shipment of grain in strong cars well lined with burlap, gives them no satisfaction. They have tried long to establish the existence of natural shrinkage, but without success. Shortages occur in grain transferred in cars between elevators of the same town, but not because of natural shrinkage. As was reported at the recent meeting of Deputy Weighmen in Chicago (see report this number), the shortages are traceable direct to the use of poor cars poorly coopered. After care was exercised along this line, the average shortage in carloads transferred between the same elevators was materially reduced by the careful preparation of cars.

CHIEF CHEMIST WILEY, of the Dept. of Agriculture, is not only a chemist, but in his own estimation, an economist of high standing, for at every opportunity he lectures the people on the high cost of living, and immediately sets in to blame the middlemen. The farmer's largest product is grain, and grain is handled on a smaller margin of profit than any other commodity. It always has been so and always will be so, so long as grain exchanges exist, where any quantity of contract grain can be disposed of on a minute's notice. The eminent Doctor is evidently more disposed to work his jaw than his head. He should investigate before again voicing trite charges against the grain men, which are groundless.

ELEVATOR managers of North Dakota have been charged by a Valley City newspaper with plugging the scales of country elevators, in order to provide 7½% rakeoff for the employees. Of course every one identified with the grain trade recognizes immediately the falsity of such wild statements. It is really wonderful what the agitators have nerve to charge to the elevator men. No one more wisely guards his scales and inspects them frequently, to insure correct and accurate weights, than the wide awake elevator operator, who appreciates that he must keep his scales in working condition in order to hold his trade. He appreciates that present day farmers are not so dull as to continue to sell grain to the short weight buyer, and he vigilantly guards his scales, to make sure of both his in and his out weights.

THE LEGISLATURES of so many states have recently enacted laws, making employers liable for all injuries to employes, whether by accident or carelessness, that casualty insurance has become a necessity in every line where dangerous machinery is used. Naturally manufacturers are devising means to protect themselves, and the millers, working thru the Millers National Ins. Co., are organizing a Millers Mutual Casualty Co. to insure employing millers against claims for damages, resulting from accidents to employes. Many of the stock companies writing casualty policies have so greatly increased their rates as to make their insurance almost prohibitive to the average miller. Accordingly, the millers are organizing a millers company, to insure themselves against claims of this character. Millers operating grain elevators can also obtain casualty insurance from this company for their elevator employes, but grain dealers cannot obtain casualty insurance from this company, until the amendment of the Illinois law, which confines each mutual casualty company to one class of business. The law is unreasonable and unjust, and nothing is to be gained by the restriction, ex-

cept to handicap employers who desire to organize mutual companies. As soon as the lawmakers' eyes are opened to the facts in the case, they will no doubt promptly change the law, and the Millers Mutual Casualty Co. will then extend its line of effort to give protection to grain dealers as well as millers. No employer of labor, operating in states having one of the stringent laws designed to protect laborers, can afford to carry the risk himself, and the cost of casualty insurance on the mutual plan will be very low.

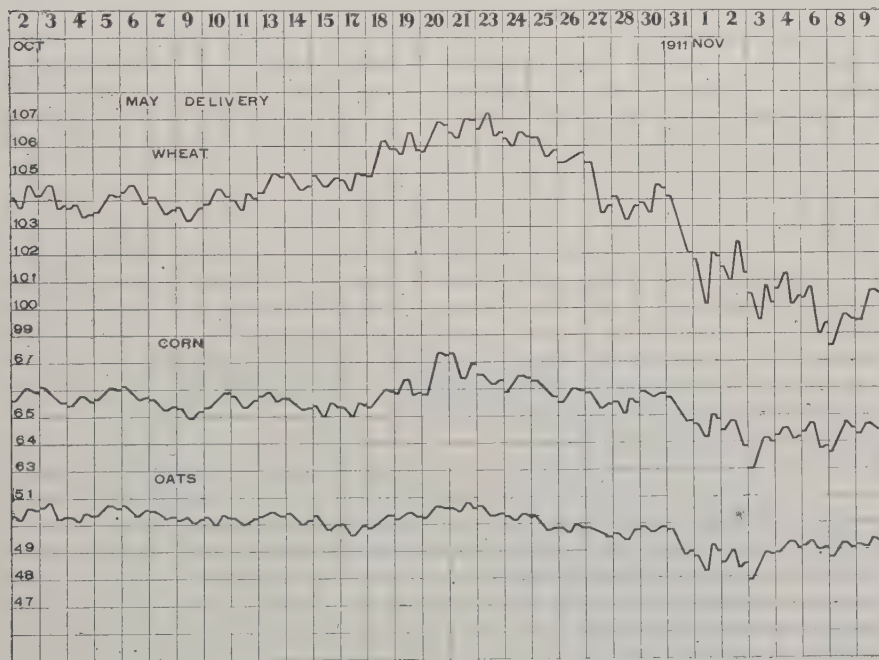
MEMBERS of the different grain exchanges are being warned against advancing cash on bogus Bs/L which may be presented by Roy V. Smith, formerly of Utah. The custom of advancing money on Bs/L which are not known to be valid, is a bad one. The interests of the trade are large enough to insist that all S/O Bs/L shall be numbered serially, issued in duplicate, signed in ink by station agent, one copy to be given to the shipper and duplicate to be forwarded to railroad station agent at destination. The original copy should also bear the station's dating stamp of the

agent issuing the bill. The railroads take this much precaution to protect their being imposed upon by bogus tickets, and it is not unreasonable to require that they take all of these precautions in the issuance of Bs/L and refuse to give out any blank negotiable bills of this form to shippers for filling in. The lax method of the railroads in issuing S/O Bs/L promote and encourage the fraudulent use of Bs/L for swindling grain receivers.

COUNTRY elevator men who persist in bidding more for grain than the market prevailing in grain centers justifies, seldom realize any profit from their action and always are haunted with the thought that it was not good business policy to pay so much for the grain. Buyers should bear in mind that overbidding a market does more to cause dissatisfaction among farmer patrons than underbidding it, because the farmers expect ever after that the buyer will keep above the central market prices, and kick when he fails to do so.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of October and part of November are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets during the past two weeks have been as follows:

	DECEMBER WHEAT.											
	Oct. 25	Oct. 26	Oct. 27	Oct. 28	Oct. 30	Oct. 31	Nov. 1	Nov. 2	Nov. 3	Nov. 4	Nov. 6	Nov. 9
Chicago	101	100%	98%	98%	99%	96%	96%	95%	94%	94%	92%	93%
Minneapolis	109%	109%	106%	106%	107%	105%	105%	105%	104	101%	102%	103%
Duluth	109%	109%	106%	106%	107%	105	105%	105%	103%	104%	102%	103%
St. Louis	100%	100%	98%	98%	98%	97%	96%	96%	94%	95	93%	94%
Kansas City	101%	101%	99%	99%	100%	97%	97%	97%	96%	96%	95%	96%
Toledo	102%	102%	100%	100%	101%	98%	98%	97%	97%	97%	96%	97%
New York	105%	105%	103%	103%	103%	101%	101%	100%	99%	99%	98%	99%
Baltimore	101%	101	98%	98%	99%	97%	97%	96%	95%	96	94	94%
Winnipeg	96%	96%	95%	95%	94	94	95	95%	94%	95%	94%	95%
Liverpool	107%	107%	106%	106%	107%	106%	105%	105%	104%	104%	104%	103%
†Budapest	133%	133%	132%	131%	131%	131%	131%	131%	132	131%	131%	131%
	DECEMBER CORN.											
	Oct. 25	Oct. 26	Oct. 27	Oct. 28	Oct. 30	Oct. 31	Nov. 1	Nov. 2	Nov. 3	Nov. 4	Nov. 6	Nov. 9
Chicago	64	64%	63%	63%	64%	63	63	62%	62%	62	63%	63%
*Baltimore	67%	68	67%	67%	68	67%	67	66	66%	67	66%	67
Kansas City	63	63%	62%	62%	63%	62%	62%	61%	62%	62	62%	63
*Liverpool	78%	77%	77	76%	76%	76%	75%	75%	74%	75%	75%	75%

†April Delivery, *January Delivery.

Leaking in Transit

Grain dealers can help brother sufferers in collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

W. C. 14550 passed thru Rival sta., Columbus p.o., N. D., Nov. 2, leaking wheat at drawbar. Train did not stop here.—John A. Ahrens, agt. Minn. Eltr. Co.

T. St. L. & W. 3784 passed thru Borton, Ill., Nov. 1, loaded with corn and leaking at side near front trucks.—Chas. Henn, per R. O.

C. & N. W. 7668 passed thru Jefferson, Ia., Oct. 28, leaking at one end, no seals; fixed the best we could.—D. Milligan Co.

C., St. P., M. & A. 15856 passed thru Jefferson, Ia., Oct. 28, east bound, loaded with corn, leaking at corner; sealed 4707.—D. Milligan Co.

V. R. R. 9141 passed thru Kemp, Ill., Oct. 26, with a continual stream of yellow corn leaking from side door.—C. M. Smith, agt. National Eltr. Co.

N. P. 10345 passed thru Everdell, Minn., Oct. 25, on same train with N. P. 45793, leaking wheat over wheel.—J. C. Schneider, agt. Monarch Eltr. Co.

N. P. 45793, loaded with wheat, passed thru Everdell, Minn., Oct. 25, east bound, leaking at door post, which had broken loose at bottom; made temporary patch.—J. C. Schneider, agt. Monarch Eltr. Co.

C. & N. W. 69788 passed thru Minonk, Ill., on the Santa Fe going east, leaking yellow corn at end door.—C. B. Lowe, mgr. Minonk Farmers Eltr. & Supply Co.

Wabash 63421 passed thru Colburn, Ind., Oct. 18, leaking yellow corn at side over trucks, bad leak. Had no chance to repair as train did not stop.—W. F. Noble.

MARKETS FOR SAMPLE

Grain on Track.

During the past two weeks the disposition of the big stock of contract wheat at Chicago has continued to hold the attention of the trade. Following rumors that the government is investigating the holding of cash wheat off the market there ensued heavy selling of both the December future and of wheat in store. Track grain continued in demand by the bull interests to the last, commanding 96 cents Nov. 9, against 92½ cents for No. 2 red in store. The average price of December the same day was 93½, the track lots thus being at a premium while the wheat in store was at a discount under the future.

Holders of the big stock of cash wheat at Chicago this week made a novel proposition to millers, offering wheat at 5½ cents under May delivery, but at a maximum of 101, the buyer to order out one per cent of his purchases daily, the price to be fixed on the opening or close of May future on day of shipment, buyer to pay 1/20 cent per day carrying charges after 5 days. The purpose of this arrangement apparently is to supply wheat to millers without giving relief to short speculators.

Besides the government investigation the short sellers have two strong cards to play, one the new rule of the Board of Trade adopted several months ago abolishing the average price on the last day of the month as the settling price, substituting a price to be calculated by the directors of the Board; and the other the late decision by the United States Court in the case of Lanyon v. Bennett, holding that the court has power to inquire into what should be the fair price of settlement in a corner.

The day returns and brings us the petty round of irritating concerns and duties. Help us to play the man, help us to perform them with laughter and kind faces; let cheerfulness abound with industry. Give us to go blithely on our business all this day, bring us to our resting beds weary and content and undishonored, and grant us in the end the gift of sleep. Amen.
—Robert Louis Stevenson.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANT REMEDY FOR DIRTY CORN.

Grain Dealers Journal: Farmers in this community do not use any care in the sorting of corn; in fact, some deem it necessary to add more foreign matter, as sand, manure and even stalks. Is there any remedy for this?—Riley & Wallace.

SPLIT CARS.

Grain Dealers Journal: Will some reader offer a solution to the following which confronts a number of local shippers? Cars of 60,000 lbs. capacity are placed for loading, but owing to a small box will not hold the minimum when loaded with corn and oats, but freight is collected on the corn minimum 56,000 lbs. The Interstate Commerce has ruled that the 56,000-lb. charge is correct according to Rule 10, Official Classification No. 36. Why should the shipper pay freight on more than the actual amount the car will permit to be loaded?—V. E. Chambers, Sidney, Ohio.

Ans: It is true that the carriers have authority to collect on basis of the highest of the two minimum weights. A possibility of relief is found in numerous opinions of the Interstate Commerce Commission that a shipper should not be charged for more weight than he can get into the car. The western roads have recognized this principle by an amendment to tariffs protecting a shipper who has "Loaded to full visible capacity." The same rule should be applied to shipments of mixed or bulkheaded cars, but will not be until a shipper makes formal complaint to the Interstate Commerce Commission, stating that he has loaded into the car every bushel it was possible to put in. Such complaint by shipper should attack the reasonableness of the Rule 10, official classification No. 36.

SYRUP FROM COBS.

Grain Dealers Journal: We understand that a man at Cedar Rapids, Ia., is manufacturing corn cobs into syrup. We will be pleased to know whether the system of production is expensive or covered by a patent. We have so many cobs they are a burden to us, even tho we offer them free to all who will take them away.—S. & W.

WHERE TO APPLY FOR STATE INSPECTION OF WAGON SCALES?

Grain Dealers Journal: We would like to know where to apply to have our wagon scales tested by a state inspector and what the probable cost would be. We have scales at Raymond, Ind., which we believe are practically correct, but we would like to have them inspected so that in case of dispute we would have the certificate to back up our statement.—Stafford & Murray, R. R. No. 4, Oxford, O.

Ans: We would suggest you communicate with C. B. Riley, Board of Trade Bldg., Indianapolis, Ind., who is secretary of the Indiana Grain Dealers Ass'n., and has charge of the routing of the association's scale inspector.

OUTCOME OF SHORTAGE CLAIMS ON SUIT?

Grain Dealers Journal: With reference to suit brought by an Omaha shipper against the C. & N. W. to collect loss on grain shipments, we would ask what has been the outcome of litigation of this character, where the shipper could furnish evidence of careful weighing at originating point and state weights at destination, but where no bad order report was found in the record of the movement of the car?—Montana Elevator Co., Harlowton, Mont.

Ans: The railroads generally pay shortage claims when suit is brot for their collection. If the shipper can prove delivery of a given quantity of grain to the railroad company, and can also prove that it did not deliver the full weight at destination, he can go into court and readily obtain judgment for the value of the loss, as the common law requires carriers to deliver at destination all freight received for transportation.

No railroad attempts to determine exactly the quantity of grain placed in any car. Some of the railroads weigh each carload passing thru junction points, on a track scale, and without uncoupling from train. The result is that their weights are merely a guess. The tare weight stenciled on a car is never exact. It does not matter whether the car was reported in bad order at destination

or not. Carrier is clearly liable for the goods entrusted to it for transportation.

SHIPMENT MUST BE STARTED FROM SELLING POINT WITHIN TIME SPECIFIED.

Grain Dealers Journal: Relative to purchase of a car of corn from a Kansas City Dealer by H. A. P. at 76c a bushel, basis of f. o. b. Shawnee, Okla., delivered R. I. shipment, within prompt days, shippers' weights and grades to govern, will say if the car of grain is in transit toward destination and is not carelessly or intentionally delayed, it fills contract. I do not believe the seller has a right to delay the car by putting thru eltr. to get official weights. However, grain sold K. C. grades and weights could not be considered shipped until grade and weights were received, if sold by K. C. dealer, except by special contract.—A. M.

WHAT IS HUMPBACED WHEAT?

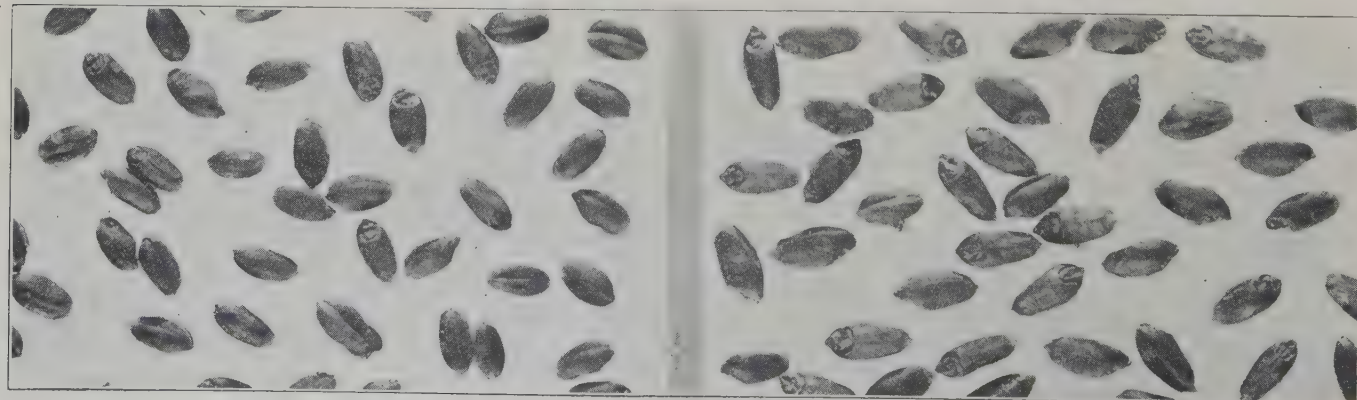
Grain Dealers Journal: I would like to know what is humpbacked wheat? What is the difference in the milling qualities of No. 1 Northern wheat and humpbacked wheat?—O. G. Nordmarken, mgr. Farmers Co-operative Elevator Co., Granville, N. D.

Grain Dealers Journal: We have not noticed any improvement in the quality of bread made from "humpback" wheat during the last two years, and find it distinctly inferior when compared with No. 1 northern. In fact, we believe the "humpback" wheat to be the poorest variety, for milling purposes, of any spring wheat grown in the Northwest.—Minneapolis Miller.

Grain Dealers Journal: Very little "humpback" wheat is coming to this market; and what tests we have made discourages its use. On this year's crop the quality is inferior to that of last year and it is being graded lower. We are not grinding any of it, as its gluten quality is very poor and it is of but little value for milling.—Northwestern Consolidated Milling Co., Minneapolis, Minn.

Grain Dealers Journal: The "humpback" wheat received here was grown at Lowry station on the Soo Line about 100 miles out from Minneapolis. This wheat, while not so good this year in color, has shown an improved milling test over last year.

A foot-note in our rules for grading spring wheat provides "The variety of wheat known as 'humpback' owing to its inferior milling quality, shall not be graded higher than No. 3."—F. W. Eva, Chief Grain Inspector State of Minnesota, St. Paul, Minn.



Ordinary Spring Wheat.

New "Humpback" Wheat of Minnesota.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

BUYING FROM FARMERS ON GRADE.

Grain Dealers Journal: New corn at country elevators should be bought on grade at destination, especially this year when the grade of corn is such an uncertainty. P. K. Wilson, of Clinton, Ill., has printed placards hanging about his office and elevators to the effect that if new corn is bot, farmer must accept price of market at date of delivery for destination grade. If more dealers would follow this example they would suffer fewer losses.—Traveler.

LOANING OF MONEY TO FARMERS.

Grain Dealers Journal: Grain dealers who try to get business by lending the farmer from \$50 to \$100 at different times, will some day learn that they are not only out the money, but the farmer's patronage. The farmer goes to the grain man because he does not have to sign a note or pay interest as at a bank. Grain dealers ought to know by this time verbal contracts are of no value. If the farmer does not stick to his word and repay the money promptly he is sure to sell grain elsewhere. Other conditions being equal he naturally prefers to deliver grain to the buyer who has no lien on him and must pay full price to get the grain.—F. M. Porter.

ROUGH HANDLING OF CARS BY BIG FOUR.

Grain Dealers Journal: Probably the best specimen of "block-headed" humanity was exhibited here the other day. An Illinois Central car of white oats leaking badly on account of a broken end post was sidetracked. The engineer was sure that the oats were not flowing fast enough, so he decided to use the car as a battering ram, and smashed it into a string of cars on the side track, with the result that the flowing oats resembled Niagara Falls instead of a small leak. The Big Four makes it a common occurrence to throw brakemen off the top of the cars. We feel sorry for the brakemen, yet we do not see why grain dealers should pay the hospital expense by paying freight on grain not carried.—Ben. B. Bishop, Sheldon, Ill.

FOR A GRAIN BUYERS' UNION.

Grain Dealers Journal: The crop this year has been a very difficult one to handle. Almost all of the wheat has graded No. 2, or No. 3, some No. 1, but very little, and some No. 4.

It is always very hard to please some customers. If a customer has wheat that tests 54 lbs. to the bu., which is, of course, No. 3 wheat, he will generally insist on calling it No. 2 which is wrong and he will take it to the next grain buyer and get it graded No. 2.

Why on earth does not every grain buyer stick to the state grades? He does not because he wants to handle a great amount of grain and run out his competitor. We can not favor the producer in grades because we do not get favors at terminals. If we all bot on the terminal grades we would all have a fair share of the business and be safe.

We grain buyers ought to have a union just the same as the millers and farmers. What is the use of having state grades if we don't follow them and buy the grain at the right grade?

Brother Grain Buyer, what is your

opinion? Isn't the above true when you come to think about it and realize the present conditions?—A. R. Uecker, agt. Imperial Eltr. Co., Kragness, Minn.

Estimates on the Russian winter wheat crop by the central statistical committee place it at 188,000,000 bus. compared with 248,000,000 bus. last year; and rye at 700,000,000 bus., against 792,000,000 bus. last year.

We read each number of the Grain Dealers Journal with a great deal of interest and profit, and we wish it the continued success which it deserves.—G. E. Meech, vice-president Meech & Stoddard, Inc., Middletown, Conn.

Estimates from the Argentine Republic indicate that the wheat harvest which begins about the middle of November and lasts till the middle of February, will be a record-breaker. The wheat area of 17,000,000 acres is 1,500,000 acres greater than last year.

When the steamship Minnesota of the Great Northern Steamship Co. sails from Seattle for the Orient, Dec. 16, it will carry the largest cargo of flour ever shipped on one boat, amounting to 14,000 tons, or 560,000 sacks, representing about 600,000 bus. of wheat.

J. H. Cofer, Norfolk, Va., is sending out a postal card bearing the inscription "Norfolk—The biggest little piece of New York City outside of Manhattan Isle." The card also has a warning to the effect that "other cities have copied this slogan but there is only one copy of Norfolk—that's New York."

The highest market price for broom corn up to Oct. 21 was received by William Gassaway, Humboldt, Ill., his crop of 60 acres bringing \$240 a ton. The corn was in good condition having been harvested and stored before the rains. A 45 acre crop brot Harry Boucher, Arcola, Ill., \$212.50 a ton.

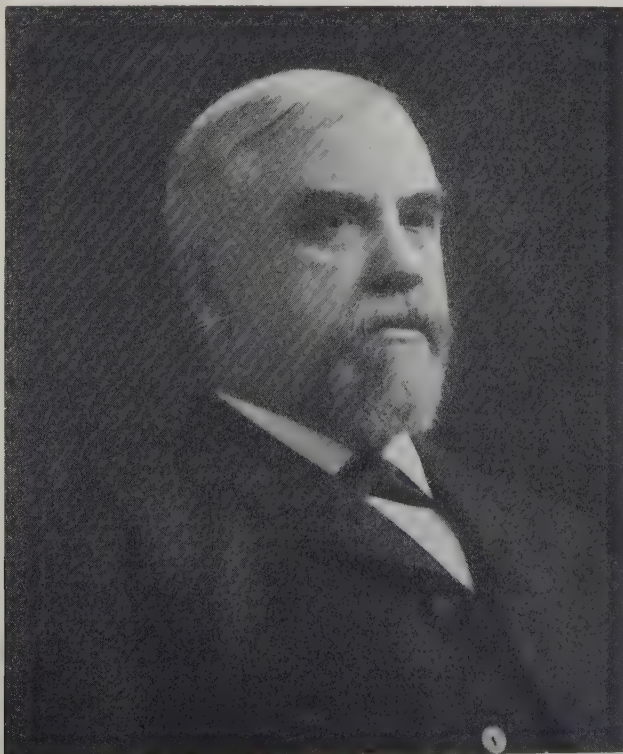
GEO. H. MORGAN DEAD.

The Merchants Exchange of St. Louis, Mo., will be draped in mourning for 46 days, one day for each year in which the late George H. Morgan served as its secretary. In respect to his memory the Exchange adjourned at noon, Oct. 31, the day of his death.

His death is a great shock to the grain men of St. Louis and especially to the past presidents of the Merchants Exchange who had found his official services as faithful as they were invaluable.

Mr. Morgan was born in Plattsburg, N. Y., in December, 1838, and went to St. Louis in 1860 and became bookkeeper in the commission firm of J. G. Greer & Co. In the civil war he served with the Missouri militia. In 1865 he was chosen secretary of the Merchants Exchange, a position he filled until his death. As sec'y of the exchange he had the responsibility of collecting the funds of \$150,000 for the Chicago fire sufferers in 1871, the Johnstown relief fund in 1889, the Mississippi River flood fund of 1892 and the fund for the relief of the sufferers by the St. Louis cyclone in 1896, amounting to \$257,000. For a number of years he was sec'y of the St. Louis Provident Ass'n, and was very active in all the charities of the city.

Resolutions expressing the esteem in which he was held were adopted by the nineteen former presidents of the Exchange, who with the directors, attended the funeral services in a body. A portrait of deceased for which we are indebted to the *Modern Miller* is reproduced in the engraving herewith.



Geo. H. Morgan, Deceased. Forty-six Years Sec'y St. Louis Merchants' Exchange.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Dana, Ill., Nov. 6.—Corn crop good, fair quality. No old corn but 50% of the oats back.—P. E. Beutke.

Del Rey, Ill.—Corn is making from 40 to 50 bus. per acre and farmers are selling freely.—Maddin Bros.

Granville, Ill., Oct. 28.—Farmers are husking and report good yield altho some corn is damaged.—Harry E. Surface.

Beason, Ill., Nov. 2.—Corn is disappointing in yield. A full acreage of wheat sown and some is up.—J. T. Gelsthorp.

Mazon, Ill., Nov. 8.—Corn 65 bus., good quality; oats 40 bus., good quality. No old corn but 50% of the oats back.—T. E. Kelly.

Vermilion, Ill., Nov. 2.—New corn of good quality is coming in here in good condition.—W. M. Givens, agt. Rudy & Co.

Flanagan, Ill.—Corn will average 50 bus. good quality; oats, 35 bus., good quality. No old corn but 50% of the oats back.—Locker Bros.

Dana, Ill., Nov. 6.—Corn making 50 bus., fair quality; oats, 38 bus., good quality. No old corn but 60% of the oats back.—C. G. Sauer & Son.

Mt. Auburn, Ill., Oct. 30.—No new corn husked here yet, pretty badly damaged in this territory by recent storm and rains.—H. J. Casley.

Minonk, Ill., Nov. 6.—Corn 50 to 60 bus., fair quality; oats, 30 bus., good quality. No old corn but some oats back.—B. M. Stoddard.

Gilman, Ill., Nov. 4.—Corn averaging 45 to 50 bus., good quality; oats, 45 bus., nice quality. No old corn and not many oats back.—F. W. Stine & Co.

Dwight, Ill., Nov. 9.—Corn 40 bus., quality good; oats 40 bus., exceptionally fine grade. No old corn but 50% of the oats back.—G. B. Hager, Dwight Grain Co.

Crescent City, Ill., Nov. 6.—Our oats and corn are very light on account of hot weather and hail just as oats were ready to cut.—Harlan & Boughton.

Gardner, Ill., Nov. 8.—Corn making 40 to 50 bus., good quality; oats 40 bus., good quality. No old corn but 45 per cent of the oats back.—J. W. Thornton & Son.

Wenona, Ill., Nov. 7.—Corn yielding from 45 to 90 bus., good quality; oats, 50 bus., good quality. No old corn but 50% of the oats back.—Taggart & Stottler.

Mazon, Ill., Nov. 8.—Corn making 60 bus., not much damaged; oats, 35 to 55 bus., fine quality. No old corn but much oats back.—H. C. Paggett, Mgr. Mazon Farmer Eltr. Co.

Gilman, Ill., Nov. 4.—Corn will average 40 bus., fair quality; oats 40 bus., good quality. No old corn but 60% of the oats back.—Geo. Cox, R. F. Cummings Grain Co.

Peoria, Ill., Oct. 27.—New corn grading No. 4 in sample, and we expect big receipts from now on. Corn exceptionally good for this time of year.—Mueller Grain Co.

Ransom, Ill., Nov. 8.—Corn will average 50 bus., fine quality. Oats made about 45 bus., standard. No old corn but 60% of the oats back.—David Fisher, Agt. W. H. Perrine & Co.

Morton, Ill., Oct. 28.—Corn making from 50 to 52 bus., good quality. Oats averaged from 35 to 38 bus., light quality. Wheat crop uneven, $\frac{3}{4}$ average crop, fair quality. No old corn back, 20% of the wheat, farmers holding oats. Average acreage of winter wheat, looking nice.—J. S. McDonald, McDonald Grain Co.

Canton, Ill., Oct. 26.—Corn in good condition, average crop; oats a half crop. Farmers are increasing wheat acreage every year. Not much old grain back.—Pete Dailey.

Ransom, Ill., Nov. 8.—Corn 40 to 70 bus., 50 bus. average, much damaged; oats 45 bus., fine quality. No old corn but 55% of the oats back.—A. N. Steinhart, Mgr. Farmers Eltr. Co.

Fairbury, Ill., Nov. 3.—Corn will average 35 bus., scalded, poor quality. Oats made 35 to 40 bus.; wheat crop good. No old corn but all of this year's oats back.—F. L. Churchill.

Thawville, Ill., Oct. 31.—Corn is yielding 25 to 40 bus. per acre; condition soft; farmers not selling freely because they think short crop will make higher price.—H. D. Maddin.

Minonk, Ill., Nov. 7.—Corn averaging 50 bus., good quality, No. 2 and No. 3 in spring; oats, 40 bus., fine quality. No old corn but 50 % of the oats back.—J. A. Simpson & Son.

Chenoa, Ill., Nov. 2.—Corn yielding 40 bus.; farmers are throwing out two bus. per acre of damaged corn. Average crop of oats, fair quality. No old grain back.—Graham & Bennion.

Chatsworth, Ill., Nov. 3.—Corn 35 to 50 bus., fair quality, will grade No. 3 with good weather. Oats 25 to 40 bus., fair quality. No old corn back but 50% of the oats.—Jas. H. Kerrins.

Allentown, Ill., Oct. 28.—Corn good in yield, but poor in quality. Oat crop good, wheat fair. No old corn but some oats back. Rain lessened wheat acreage.—L. Russell, W. S. Russell.

Glasford, Ill., Oct. 26.—Good yield of corn, but damaged by rain. Oats made 30 bus., good quality; wheat, 21 to 25 bus., poor quality. No much old corn or oats back.—A. Lightbody & Son.

Forrest, Ill., Nov. 3.—Corn 60% of a crop, fair quality. Oats made 40 bus., good quality; wheat, 20, good quality. No old corn back, 66% of oats. About 90% wheat acreage.—H. Windel.

Eureka, Ill., Nov. 1.—Corn averaging between 40 and 50 bus., fair quality. Oats made 25 bus., fair quality; wheat poor. No old corn, but some oats back. Wheat acreage short.—P. A. Felter.

Wapella, Ill., Oct. 30.—Corn 30 to 50 bus., poor quality; oats, 30 bus.; wheat, 20. No old corn back. Wheat acreage cut down by wet weather.—C. D. Downing, Agt. Ike Livingston Grain Co.

Pekin, Ill., Nov. 1.—Corn 35 to 75 bus., good quality; oats, 10 to 53 bus., fair quality; wheat, 15 to 18 bus., good quality. Not much old grain back. Wheat being sown.—Turner-Hudnut Grain Co.

Fairbury, Ill., Nov. 3.—Early drought shortened corn yield and late wet weather damaged it. Oats, 35 bus., good quality. No old corn but some oats back.—N. B. Clandon, N. B. Clandon & Son.

Monmouth, Ill., Oct. 25.—Corn crop fair and quality fair. Oats made about 35 bus., fair quality. Wheat averaged 10 bus., poor quality. Corn all in, 75% oats back.—E. R. Rankin, Agt. Bartlett Grain Co.

Bushnell, Ill., Oct. 25.—Corn prospect good. Oats made about 30 bus., good quality; wheat, 8 bus. About 6,000 bus. old corn back and 3,370 of the oats. Rye acreage has increased.—G. L. Weirather.

Chatsworth, Ill., Nov. 3.—Corn averaging 35 bus., good quality, $1\frac{1}{2}$ bus. damaged corn to the acre. Oats made 35 bus., No. 2 white. No old corn but 60% of oats in farmers' hands.—De Laney & Fallon.

Piper City, Ill., Nov. 3.—Corn making 30 to 45 bus., grade No. 4; oats 25 to 60 bus., good quality. No old corn but 75% of the oats back. Grain will not move freely for three weeks.—Jas. Walsh, Jr.

Wapella, Ill., Oct. 30.—Farmers report corn in bad shape, 40 to 50 bus.; oats, 30 bus., quality good; wheat, 20 bus. No old corn back but about 40% of the oats. Average acreage of winter wheat.—J. M. Greene.

Washington, Ill., Nov. 1.—Corn making 50 bus., good quality after drying for a month. Fair crop of oats, wheat poor. No old grain back. Winter wheat acreage cut short.—C. H. Wagner, of Ellis & Wagner.

Fairbury, Ill., Nov. 3.—Corn making 30 to 35 bus., badly damaged; oats, 35 bus., good quality. No old corn back, but almost all of the oats and wheat. Wheat acreage short.—J. P. Shearer, of Shearer Grain Co.

Kankakee, Ill., Nov. 9.—Corn yielding 40 bus., fair quality. Oats a fair crop. Wheat crop good, but this year's acreage cut down by wet weather. No old corn, and not the usual amount of oats back.—E. C. Risser, Risser & Rollins.

Pekin, Ill., Nov. 1.—Average corn yield, good quality, farmers throwing out damaged ears. Oats made 35 bus., good quality. Wheat a fair crop. All old corn in, some wheat and oats back.—O. H. Unland, of Smith, Hippen Co.

El Paso, Ill., Nov. 2.—Corn making 50 bus., good quality; oats 40 bus., nice quality; wheat 25 bus. No old corn, 60% of oats and 20% of wheat back. Average acreage of winter wheat.—W. G. Nelson, Mgr. El Paso Eltr. Co.

Champaign, Ill., Nov. 3.—Farmers are busy husking; corn is yielding as well as expected and quality much better. A number of shellers are at work and we look for a good movement of corn next week.—A. H. Edwards.

Walnut Grove, Ill., Oct. 25.—Corn crop better than expected, running from 40 to 85 bus. Oats about 35 bus., good quality, No. 2 and standard. Wheat crop short, fair quality. No old corn or wheat and 33% oats back.—A. Ford.

Forrest, Ill., Nov. 3.—Corn will make about 35 bus., fair quality; oats about 35 bus., good color, light weight; wheat 20 bus., good quality. No old corn back, but 50% of oats. Grain beginning to move freely.—Riley & Wallace.

Walnut Grove, Ill., Oct. 25.—Corn will average from 50 to 75 bus., was fine quality but injured by rain. Oats made 25 bus., good quality; wheat a failure. No old corn and 33% of oats back.—G. A. Tucker, Freeburg & Tucker.

Watseka, Ill., Nov. 4.—Corn yielding 45 bus., good quality, No. 3; oats, 35 bus., No. 2 white; wheat 20 bus., 75% No. 2. All old corn in and 75% of the oats in. Average wheat acreage.—H. W. Bell, mgr. Watseka Farmers Grain Co.

Watseka, Ill., Nov. 4.—Corn yielding about 45 bus., good quality; oats 30 bus., good quality; wheat 18 bus., fairly good quality. No old corn but 50% of the oats back. No new corn moving. Wheat acreage increase 5%.—O. L. Gray.

Randolph, Ill., Oct. 30.—Corn 30 to 70 bus., 45 bus. average, dry but damaged. Oats made 37 $\frac{1}{2}$ bus., very good quality; wheat, 20 bus., best quality yet. No old corn or wheat back, and 33% of the oats. One half wheat acreage.—Martens Bros.

Canton, Ill., Oct. 26.—Corn will average 50 bus., rain damaged some. Oats made about 25 bus., No. 3 white; wheat a failure. Rain prevented sowing winter wheat. Not much old corn back and 20% of the oats.—Geo. Morrow, Agt. Buckley & Pursley.

New corn will not begin to move freely until after Nov. 20 because farmers are busy husking and many are holding for higher prices. Much of the grain moving now is due to farmers wanting small amounts of money and then only from one or two wagon loads. Corn is in good condition, 75% of it grading No. 4 and some No. 3, and as the farmers have realized the value of throwing out the damaged corn not much off grade corn will be thrown on the market. Farmers all inclined to hold for higher prices and thru McLean, Livingston, Ford and Iroquois Counties many are waiting for 60c. All over Illinois corn has turned out better than expected in both yield and quality.—A. R. B.

Bryce sta., Goodwine p. o., Ill., Nov. 4.—Corn, 40 to 50 bus., nearly all No. 3; oats 35 bus., No. 2 white; wheat 20 bus. All old corn in; 60% of the oats back. Wheat acreage increased. No new corn moving.—G. W. Wallrich, mgr. Bryce Farmers Grain Co.

Washington, Ill., Nov. 1.—Corn will average 50 bus., damaged by wet weather, throwing away from 3 to 5 bus. per acre. Oats a fair yield; wheat a failure. No old corn but some oats back. Half the usual wheat acreage.—T. Roehm, Washington M. & Eltr. Co.

Glasford, Ill., Oct. 26.—Corn damaged 10 bus. to acre, will make 40 bus. Oats made from 20 to 25 bus., light; wheat, 10 bus., light. No old corn or oats back. Very little wheat sown on account of wet weather.—J. A. Peters, Mgr. Farmers Lbr. & Grain Co.

Morton, Ill., Oct. 28.—Corn will make 50 to 60 bus., good quality. Oats, 40 bus., quality good; wheat 20 to 25 bus., hail damaging some. No old grain back. Wheat acreage cut down on account of wet weather.—Jos. Hauter, Mgr. Farmers Grain & L. S. Co.

Chatsworth, Ill., Nov. 3.—Corn making 35 bus., good condition. Farmers are throwing out damaged corn. Oats made about 35 bus., graded No. 2. About two cars of old corn back and 75% of the oats. Only 6% of new corn contracted.—H. J. Globe of Globe & Globe.

Minonk, Ill., Nov. 6.—Corn averages 60 bus. up; grades No. 4 now, No. 3 in December. Oats 40 bus., good quality. Wheat acreage increased. No old corn back but 90% of the oats. Farmers inclined to hold new corn.—C. B. Lowe, mgr. Minonk Farmers Eltr. & Supply Co.

Cuba, Ill., Oct. 26.—Best corn crop in years until rain came, will make from 50 to 100 bus., but much is damaged. Oats poor, 15 to 40 bus., quality fair; wheat a failure, wet weather cut acreage short. No old corn or oats back.—H. M. Bartlett of Bartlett & Waughtel.

Mackinaw, Ill., Oct. 28.—Farmers just beginning to crib corn, making 45 bus., fair quality. Oats averaged 40 bus., fine quality; wheat, 10 to 40 bus., fine quality. No old corn but some wheat and oats back. Wet weather cut wheat acreage.—B. H. Hoffman, Mgr. Walker, Vremont & Sparks.

Mackinaw, Ill., Oct. 28.—Complaints of corn damaged by rain, will make about 50 bus. Oats averaged 40 bus., fair quality; wheat 20 bus., finest quality yet. No old corn or wheat and some oats back. Winter wheat just planted is in fine condition.—Thos. Blair, Mgr. Mackinaw Gr. & Stock Co.

Kinsman, Ill.—A wind storm passing southeast has done great damage to a strip of corn between this place and Mazon, Ill., and going on down thru Dwight. Fields look as if they had been rolled, corn is sprouting and much is rotting. Owners have offered 6c per bu. for husking but huskers refuse to do the work.—A. R. B.

Pontiac, Ill., Nov. 6.—Corn yielding 35 to 65 bus., 45 bus. average, and grades better than it usually does in February; damaged corn, 2%. Husking one-third done. Farmers holding. Oats 45 bus., best quality; wheat 24 bus., No. 2. No old corn but 65% of the oats back. Wheat acreage increasing every year.—Geo. Brunskill, mgr. Pontiac Farmers Grain Co.

Toluca, Ill., Nov. 1.—We have had some movement of new corn from this market because farmers were short of crib room and the cash market was attractive for those who had corn good enough to grade No. 4; but this corn has been so well cleaned up that we anticipate a light movement from now on as most of the corn is being held for 60c and oats for 45c. Husking returns show 50 to 60 bus. per acre and a large per cent of damaged corn. Weather has been much against gathering the crop and farmers think most of this month will be needed to finish husking.—S. P. Cunningham, mgr. Toluca Eltr. Co.

Peoria, Ill., Oct. 27.—The corn crop in Illinois has turned out far better than expected. New corn received has almost all graded No. 4 and some No. 3, which is exceptionally good considering this time of the year and the excessive moisture. In northern Illinois corn will average 50 to 60 bus. and not much less thru the southern half of the state. The oat crop also proved better than reports promised, averaging from 30 to 50 bus. and of fair quality but light in weight. Much of it is still in farmers' hands.—P. B. & C. C. Miles.

MICHIGAN.

Elkton, Mich., Nov. 4.—Continued wet weather materially damaged bean crop in this section. We think not more than 50% of a crop can be marketed.—Elkton Eltr. Co.

Battle Creek, Mich., Nov. 3.—Farmers have been very free sellers, of wheat particularly. Wheat has been sowed under favorable conditions. Beans are badly damaged. The demand for corn for feeding is not so good as last year.—T. W. Swift.

INDIANA.

Kouts, Ind., Nov. 2.—Corn will make a big yield; weather is fine for conditioning.—J. J. Overmeyer.

Ft. Wayne, Ind., Nov. 9.—Much new corn is coming in and of better quality than last year. No wheat moving, prices down so low farmers are holding.—Maurice Niezer.

Rolling Prairie, Ind., Oct. 26.—Corn husking now in full swing, yield and quality both good. Growing wheat looks fine. Movement of grain fairly good on advanced prices, except oats.—Redington & Morgan.

Fort Wayne, Ind., Nov. 8.—After farmers have paid the taxes receipts of grain fall off and they have been small for about a month. The corn crop is in better condition than last year and acreage is large.—F. T. Tresselt.

Terre Haute, Ind.—Reports received at a meeting of Eastern Illinois and Western Indiana grain dealers in Terre Haute a few days ago were to the effect that the corn along the western border of Indiana proves to be a strong average crop, that it is dry and but very little of it is in bad condition. Eastern Illinois dealers reported that a greater per cent of the corn is in bad condition on their side of the line than was evident in Indiana. It seems to have been slower in maturing in Illinois and will not be in condition for about two weeks. The dealers on the Indiana side expect to begin receiving corn this week.—L.

IOWA.

Webster City, Ia., Oct. 24.—Crops in this locality are about 75% of last year.—J. B. Kelly.

Fremont, Ia., Nov. 3.—Corn crop is only fair in this section, about 75% of last year's and not much of the new crop offered. Wheat acreage about 25% larger than last year and looks good.—J. E. Kennel.

Hancock, Ia., Nov. 4.—Very short crops around here, corn averages 20 bus. to the acre, oats 15, wheat 10 to 20 bus. A large acreage of winter wheat was seeded this fall and is coming up nicely. Many hogs raised and farmers will have just about enough corn to carry them thru.—Chas. H. Gustafson, agt. G. H. Bunton & Co.

KANSAS.

Gerlane, Kan.—Wheat crops of 1910 and 1911 have been about all marketed.—M. J. Lane.

Macksville, Kan., Oct. 26.—We have had the worst fall for wheat in many years; no rain of consequence since August, and more high winds than in 25 years.—W. L. Carter, mgr. Farmers Co-Operative Ass'n.

Winona, Kans., Nov. 7.—Crops were a total failure in this section of the state this year but a larger acreage of wheat has been sown this fall than last. It is coming up and looks fine. Our wheat is always late here and some has not yet been sown as rough weather prevented farmers from drilling it in.—W. S. Fritts.

Haven, Kan., Nov. 7.—We have had our first signs of real winter recently, snow and rain to furnish moisture for fall seeding of wheat fields, that put our prospects for winter wheat of 1912 in line with a bumper crop. This year's crop is closing as a record breaker for quality, heavy test and condition that give us grades at terminal markets of No. 1 and choice No. 2 wheat. The bulk of it has been marketed and we estimate less in farmers' hands than usual at this time of the year. An early movement of corn has begun with a limited supply to market, quality fair to good.—J. L. Carr, buyer Pacific Eltr. Co.

KENTUCKY.

Maysville, Ky.—Fall sowing of wheat late, which will curtail acreage somewhat; much more rye than usual being sown. Corn is of poor quality, damaged by continued wet weather.—Rains Bros.

The Kentucky crop report estimates corn at 85%, the same as in October. Only 70% of the wheat acreage is sown but the report says the total acreage will reach 105% with favorable weather; only 78% of the rye acreage is sown but 95% expected.

MICHIGAN.

Lansing, Mich., Nov. 7.—Condition of wheat compared with an average is 90% in the state and Upper Peninsula, 87% in the southern counties, 93% in the central and 94% in the northern. Estimated amount of wheat marketed in the three months of August-Oct. is 5,000,000 bus.; 77 eltrs., mills and grain dealers report no wheat marketed in October. Estimated average yield of corn in the state is 32 bus. per acre. Estimated acreage of wheat is 834,000 acres, 1,684,972 acres of corn, 1,471,948 of oats, 94,050 of barye, 428,129 of rye and 75,909 acres of buckwheat. Estimated yields: 14,178,000 bus. of wheat, 53,919,104 of corn, 39,742,596 of oats, 2,069,100 of barley, 5,993,806 of rye and 1,062,726 bus. of buckwheat.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Le Sueur, Minn.—Crops in this section only fair, will have about a half crop of wheat.—W. E. Wilson, of Smith & Wilson.

Lake City, Minn., Nov. 3.—Wheat yield about 18 bus., grading No. 2 and 3 mostly.—R. C. Tennant, mgr. Tennant & Hoyt Co.

Winona, Minn.—Barley crop yield about 20 bus., fair quality; rye, 22 bus., good quality.—A. W. Hodges, mgr. G. H. Krumdick Co.

Red Wing, Minn., Nov. 2.—Wheat yielding about 18 bus., grading No. 2 mostly. Very little grain moving.—Danielson Bros., per C. E. Danielson.

Red Wing, Minn., Nov. 2.—Barley yield about 12 bus., poor quality. Oat crop is a light yield, about 35 bus.—J. C. Seebach, Treas. La Grange Mills.

Lake City, Minn., Nov. 3.—Barley averages about 20 bus., quality only fair. Very little moving at present.—H. W. Eastman, mgr. Jas. A. Smith Eltr.

Lake City, Minn., Nov. 3.—Rye yielding about 18 bus. per acre, good quality; most of it is still in farmers' hands.—W. R. McConochie, agt. Western Eltr. Co.

Hastings, Minn., Nov. 2.—Barley crop light, test 38 to 44 lbs., average yield 14 bus. Rye crop is large, good quality and yield about 22 bus.—Jacob Hiniker, Pres. Hastings Malting Co.

Hastings, Minn., Nov. 2.—Wheat averages 20 bus., grading No. 2 and 3 mostly. Little grain now moving. Farmers busy husking corn and plowing.—S. W. Stokes, mgr. Hastings Farmers Eltr. Co.

Wabasha, Minn., Nov. 4.—Wheat yield 20 bus. per acre, grading No. 2 mostly, will be no wheat to ship this year; most of it still in farmers' hands.—J. G. Lawrence, Pres. Wabasha Roller Mills Co.

Wabasha, Minn., Nov. 4.—Barley will average about 22 bus., fair quality. Rye crop is excellent, 20 bus., good quality; fully 50% of the rye and barley in farmers' hands.—R. E. Jones, mgr. R. E. Jones Co.

Le Sueur, Minn.—Wheat yield about 12 bus., grading No. 2 and 3 mostly. Corn only fair, will probably average 30 bus. per acre. Barley crop light, yield about 20 bus.—A. E. Raymond, agt. St. John Grain Co.

Frost, Minn., Oct. 30.—Grain is moving slowly, about two-thirds of it now marketed. No oats coming in here. Corn husking has started. Corn is a light crop this year and very little will be shipped from this station.—Harry Melbye, agt. Gt. Western Eltr. Co.

MISSOURI.

Bolivar, Mo., Nov. 6.—Wheat and corn about ½ crop, no oats and about 25% of hay crop. A good deal of rye sowed this fall. I have sold 500 bus. for seed, wheat selling at 90c, new corn in the ear at 65c per bu.—T. H. Jarman.

Mercer, Mo., Nov. 3.—Corn husking and cribbing in full blast, average yield 30 bus., quality good. We are paying 50 to 53c at our 36 stations. Movement of new corn very good but farmers not free sellers.—A. A. Alley, mgr. Alley Grain Co.

NEBRASKA.

Fairmont, Neb., Oct. 30.—Winter wheat looks well. Corn is a short crop and oats a failure.—T. M. Wright.

NORTH DAKOTA.

Cooperstown, N. D., Oct. 31.—About 15,000 bus. of grain were marketed here daily last week.—L. L. Barker.

Hunter, N. D., Oct. 25.—Wheat is not as heavy as we expected it. We had a nice crop of oats, large crop of hay and a good crop of corn.—A. J. Thompson, Titusville, Pa.

McLeod, N. D., Oct. 26.—Wheat is of very poor quality, badly bleached and grades No. 3 northern and down to no grade. Flax is good, yields about 10 bus. Oats are good, yield 25 to 35 bus.—M. G. Orvigard, agt. Atlantic Eltr. Co.

Cando, N. D., Oct. 27.—Wheat yielding 10 to 15 bus.; oats, 10 to 25 bus.; barley, 10 to 20 bus.; flax, 15 to 20 bus. We are having very heavy frosts now. Very little plowing has been done.—Geo. W. Taylor, agt. Imperial Eltr. Co.

St. Thomas, N. D., Oct. 21.—Flax is yielding 15 bus.; wheat, 14 bus.; barley, 30 bus.; oats, 65 bus., and potatoes 200 bus. per acre. Two car loads of timothy seed shipped from here, brought an average price of \$12 per 100-lbs.—James Whelan

Overly, N. D., Oct. 23.—If it does not rain for the next two weeks the threshing will be finished. Grain is all low grade on account of wet fall. Wheat, oats, flax and barley average about 10, 25, 9 and 22 bus.—Geo. E. Ameson, agt. Northland Eltr. Co.

Minnewaukon, N. D., Nov. 6.—Wheat threshing finished this week, about ½ of the flax still to be threshed, yield from 11 to 22 bu., quality not the best. Farmers hauling as fast as threshed and most of them selling. Very little plowing has been done on account of wet fall and frost three weeks earlier than usual. Corn is a good crop.—J. A. Frank, mgr. Farmers Eltr. Co.

OHIO.

Baltimore, O., Nov. 3.—Quality of corn is good, but much of it will require sorting.—J. R. Johnson.

West Alexandria, O.—The quality of wheat has not been better for several years, 75% has been put on the market.—Chas. A. Rinck.

Houston, O., Nov. 3.—Corn is not in good condition to handle. Wheat acreage short on account of rain.—C. H. Ginn, mgr. Farmers Eltr. Co.

Painesville, O., Nov. 4.—Our corn yield is the best we have had in ten years. Oats are a small crop and the wheat yield is small in Lake Co.—The Nickel Plate Milling Co.

Risingsun, O., Nov. 4.—The corn is a good average crop, in quality and quantity. No damage on account of rotting and condition as to moisture is better than in other parts of the state.—J. L. Rouze.

Columbus, O., Nov. 1.—The area of wheat sown last fall was 1,915,758 acres, being 94% of the acreage seeded in 1911. The small acreage is due to the excessive rains at the proper seeding time. The growing condition of the plant is estimated at 96%, compared with an average, last year the condition at this time was estimated at 102%. The area of rye sown for harvest 1912 was 62,584 acres, being also 94% of the acreage seeded in 1911. The estimated condition of the plant is the same as for wheat. The corn prospect compared with an average is 90%, buckwheat, 83%.—Ohio Dept. of Agri.

OKLAHOMA.

Council Hill, Okla., Oct. 24.—No grain will move in this section this season. Last year 300,000 bus. of corn was shipped, but this year 10,000 will cover all moved.—E. Tyner.

Oklahoma City, Okla., Oct. 31.—Corn shows a slight improvement compared with October report which made the prospect 26% of full crop. November report of the State Board of Agriculture makes the full yield 8 bus. per acre against 16 a year ago. Wheat sowing well advanced, with crop in fine condition.

PENNSYLVANIA.

Rockhill Furnace, Pa., Nov. 3.—The hay crop is short. Corn only ¾ of a crop. Oats and buckwheat good. Wheat not up to the standard and potatoes a failure. Will have to buy corn to fill the demand. It was 70c a bu. out of the field.—Puckey & Co.

SOUTH DAKOTA.

Gardner, Watertown p. o., S. D., Oct. 25.—Crops were exceedingly light in this part of the country this season.—J. D. Philp, agt. Great Western Grain Co.

Aberdeen, S. D., Nov. 7.—The wheat, barley and oats crops were almost a total failure this year. Most of the farmers will have to buy seed for another year. We will ship in seed wheat and oats.—The Freeman-Bain Co.

TENNESSEE.

Chattanooga, Tenn., Nov. 2.—New local corn is beginning to move at a good price. Hay very poor in quality. Good quantity of late hay.—Stegall Feed Co.

WISCONSIN.

Milwaukee, Wis.—Barley is pretty well cleaned out in Wis. Corn will be late on account of the rain.—J. V. Lauer & Co.

De Soto, Wis., Nov. 8.—Barley crop is good, yield about 20 bus., fair quality, about 50% still in farmers' hands.—D. B. Collins, mgr. Eckhart & Collins.

Prairie du Chien, Wis., Nov. 8.—Corn crop splendid, farmers husking now, yield about 50 bus. per acre. Rye will yield fully 20 bus. per acre, quality is fine. Barley crop is small, fair quality.—Dan Mackin.

Cassville, Wis., Nov. 8.—Barley crop yield about 25 bus., good quality. Rye will average 20 bus., excellent quality. Wheat crop only fair, yield about 18 bus. per acre.—O. F. Geiger, mgr. Klindt, Geiger & Co.

Monroe, Wis., Oct. 30.—A great deal of rye is being sowed in this section this year, having a good fall, we expect a large yield next year. Corn is being spoiled by local rains and we will probably have to buy to supply the demand. Oats are very scarce and not over 1,000 bus. of wheat have been raised within a radius of 20 miles of here this year.—H. C. Dahms, sec'y and treas., Monroe Model Mill.

I take much interest in every copy of the Journal.—F. L. Smith.

Every grain dealer should have the Journal. I received much valuable information from it while I was with the trade.—Louis Schnell, St. Charles, Minn.

The revenues arising from the grain eltrs. at Bellavista, Callao, Peru, are collected for the Government by the National Salt Co. of that country, on a commission basis.

GOVERNMENT CROP REPORT.

Washington, D. C., Nov. 8.—The Bureau of Statistics of the U. S. Dept. of Agriculture estimates the crops as follows:

	Yield per acre.	Production (000 omitted).
	1911. 1910.	1911. 1910.
Corn, bus.....	23.9 27.4	2,726,301 3,125,713
Buckwheat, bus..	21.3 20.9	17,051 17,239
Flaxseed, bus....	7.2 4.8	21,692 14,116

Corn—Percentage of 1910 crop on farms, Nov. 1, 1911, is estimated at 4.2% (132,063,000 bus.), against 4.3% (119,056,000 bus.) of the 1909 crop on farms Nov. 1, 1910, and 3.3%, the average of similar estimates of the past ten years.

Wheat—The average weight per measured bushel of this year's crop is 57.8 pounds, against 58.5 pounds in 1910, and 57.6, the ten-year average.

Oats—The average weight per measured bushel of this year's crop is 31.1 pounds, against 32.7 pounds in 1910, and 31.2, the ten-year average.

Barley—The average weight per measured bushel of this year's crop is 46.0 pounds, against 46.9 pounds in 1910.

States.	Yield per acre.			Production (000 omitted).	
	1911.	1910.	10-Yr.	1911.	1910.
Illinois	34.8	39.1	34.7	365,504	414,812
Iowa	31.2	36.3	32.1	307,382	343,870
Missouri	26.0	33.0	29.1	213,642	273,900
Nebraska	21.0	25.8	27.4	168,000	206,400
Indiana	37.0	39.3	34.8	189,440	201,216
Texas	10.4	20.6	19.3	96,096	181,280
Kansas	15.2	19.0	22.4	139,338	169,100
Ohio	38.2	36.5	35.6	148,254	144,540
Kentucky	26.4	29.0	27.0	97,759	105,270
Tenn.	25.9	25.9	23.6	95,390	96,348
Oklahoma	7.8	16.0	23.2	46,371	92,352
Arkansas	20.8	24.0	19.2	59,987	69,216
Michigan	33.4	32.4	32.4	70,140	68,040
Miss.	19.0	20.5	16.2	63,251	66,256
Georgia	16.0	14.5	12.0	73,232	65,714
Pa.	44.5	41.0	36.0	70,577	65,026
Alabama	18.0	18.0	14.2	65,970	63,432
Louisiana	18.9	23.6	18.2	47,590	58,833
N. C.	18.2	18.6	15.5	55,910	57,139
Minnesota	33.7	32.7	29.4	62,176	56,375
Virginia	24.0	25.5	23.7	51,408	54,621
S. D.	22.0	25.0	27.2	51,854	54,050
S. C.	18.1	18.3	12.8	45,322	44,733
Wisconsin	36.8	32.5	35.5	60,867	51,188

Flaxseed.

N. D.	7.9	3.6	8.5	12,553	5,778
Minn.	7.5	7.5	10.2	3,645	3,540
S. D.	5.5	5.0	9.4	3,668	3,300

I have received some valuable information from the Grain Dealers Journal and think no grain dealer should be without it.—J. B. Kelly, Webster City, Ia.

The first 1912 calendar comes from the Goshen Milling Co., Goshen, Ind., and is embellished with a perfect reproduction of George Howell Gay's famous painting, "Low Tide at Beverly."

The Greenville Milling Co., of Greenville, Ky., brot suit Oct. 23 at Owensboro against the Illinois Central Railroad Co. to recover \$55,000 damages for the burning of its property a year ago. Several cars containing inflammable material were left by the railroad company on the side track next the mill. A spark from a passing engine ignited the box cars and the flames spread to the mill.

The Weather Bureau, says Secretary Wilson, has forecasted in advance every important meteorological change that occurred in the United States during the year. Frost warnings were issued whenever conditions justified. These warnings were successful. Particular attention was given to the hurricanes of September and October, 1910, and a number of testimonials commending the work of the Bureau in this connection were received.

CAN BEAT PETE.

I have had the pleasure of knowing and seeing elevator managers and owners who have Pete's scheme, recited on page 629 of Oct. 25 Journal, beat a mile. Pete gives something in return for the farmers' money, but my progressives lure the bucolics into a game of "pitch" or "casino" and usually make the profit fall their way. Pete ought to learn "pitch."

DISCOUNTS AND PREMIUMS FOR CORN

AS PROPOSED BY FEDERATED ASSOCIATIONS

The schedule of fixed discounts and premiums, proposed by the Federation of Grain Dealers' Ass'n's, which was published on page 617 of the Grain Dealers Journal for Oct. 25th, has evidently been entirely misunderstood by some members of the trade. It is not the desire of the promoters of this schedule to ignore other factors usually considered in classifying corn by quality, but where the grade is changed, on account of the presence or the lack of moisture, then the discounts and premiums fixed in the schedule are to govern in the settlement.

We are pleased to present the views of a number of dealers below, and sincerely hope that we will hear from others before the next number of the Journal goes to press.

A GOOD THING.

Downs, Ill.—We would be very much pleased to see this schedule of Discounts and Premiums put through. Think it would be a good thing.—Downs Grain Co., S. P. C. Garst, Mgr.

FAVORS BUYING ON GRADE.

Spencerville, O.—I am heartily in favor of buying and selling all kinds of grain on grade and it should be adopted by local dealers generally.—Robt. Kolter.

OPPOSED TO MOISTURE TEST.

We do not favor the moisture test and think it gives the buyer at the other end more chance to discount corn shipped to him. So much has to do with day on which grain arrives, atmospheric conditions affect grain in different parts of car very differently. One part of car may differ 2% or 3% from another part.—E. R. Ulrich & Sons.

DOES NOT LOOK FAIR.

Kendallville, Ind.—We do not think much of the idea, from a country standpoint. In the first place the country buyer has no way of knowing the per cent of moisture the grain contains. He has to buy it as it is and to sell it to the dealer. To absolutely protect him as against the per cent of moisture does not look fair to the country dealer. However, we buy very little corn through this section. Do not think it would make much difference to us.—Campbell & Co.

SCHEDULE NOT PRACTICAL.

Detroit, Mich.—While there is undoubtedly fairness in the basic theory of the suggestions by the Federal Ass'n's to my mind it is rendered far from practical.

The effect of the adoption of the Federal Price Schedule would be to drive trade to market centers where alone buyers and sellers could trade on a fixed and intelligent basis. Therefore, from a strictly selfish standpoint, I could have no objection.

I would suggest the establishment of a neutral zone, say from 18 to 19%. Obviously not more than one car out of a hundred bot to come in from the country would happen to strike the exact test of 19.2. Then, differences which did not "split hairs" should be adopted to avoid constant contentions over moisture tests which are bound to vary slightly.

This would still leave many important trade and grade considerations to cover which both space and time prohibit discussing.

The move is of such a radical character that I fear it has not been seriously enough considered.—Arthur S. Dumont, President Detroit Board of Trade.

TESTER TOO MUCH TROUBLE.

Wabash, Ind.—It would be impossible for a country elevator to test corn and would be entirely too much trouble for us to bother with it.—T. W. King & Son.

IMPOSSIBLE FOR COUNTRY BUYERS.

Wabash, Ind.: It would be impossible for country dealers to buy corn on moisture tests.—W. A. Elward.

ALL O. K.

Berne, Ind.: We think the schedule is all O. K., but for the local dealer it has not very much value unless he has a moisture tester, and that we have not.—Berne Grain & Hay Co.

HAS HEARTY ENDORSEMENT.

Bellevue, O.—Recommendations of the Federation of Grain Dealers Ass'n's on Buying and Selling Corn on Basis of Moisture Content has our hearty endorsement.—The W. H. Gardner Grain & Mill Co.

SCHEDULE LOOKS FAIR.

Greenville, O.: It certainly looks fair to us, where grain is sold for grade, in any market, that discounts according to moisture test, that the shipper should be entitled to a premium in case his grain contains less moisture than allowed for a stated grade.—E. A. Grubbs Grain Co.

ONLY CORRECT WAY TO HANDLE CORN.

New Castle, Pa.: By enforcing the schedule of the Federated Grain Dealers Ass'n under date of Oct. 25th ult. to be incorporated in contracts for purchase of corn sold shippers track, I feel that it is the only correct way to handle this grain.—C. T. Hamilton.

WOULD MULTIPLY COUNTRY DEALERS TROUBLES.

Cordova, Neb.: The principle of discounts and premiums is correct. We find objection to the schedule. There should be at least one per cent margin allowed at contract price. As suggested only corn testing exactly 19¼% would apply, which would necessitate a premium or discount between 19% and 19½% of a minimum 1½ cents per bu. at the lowest price. This is too much variation in price for the slight change in condition, and a large per cent of the corn would be either discounted or accounted for at a premium, thus multiplying the troubles of the country dealer.—J. E. Dorsey Grain Co.

SCHEDULE IS NOT RIGHT.

Wanatah, Ind.—The first objection to the plan proposed is that in many parts the country grain dealers are not well enough organized to make the plan a success.

The second objection is that the premium for corn testing below a certain test is only one-half the discount on grain testing above a certain test.

The plan would work to the advantage of the receiver and to the disadvantage of the country dealer. If any one needs protection it is the country grain man, as he deals with men who are not acquainted with business rules when he buys the

grain, and is obliged to make concessions and then ship his grain on a market where board of trade rules are in effect and he has nothing to say in adjusting differences. If the plan could be revised and made just right would like to see it in effect.—S. D. Bailey & Co.

HOPE SCHEDULE WILL BE ADOPTED.

Carmi, Ill.—Recommendations of the Federation of Grain Dealers Ass'n's on buying and selling of corn on basis of moisture contents I consider good and hope it will be adopted.—Wm. C. Smith.

WILL NOT MEET WITH APPROVAL.

Cincinnati, O.—Referring to the schedule adopted by the Federal Grain Dealers' Ass'n at Chicago last week, will say we are afraid that this will not meet with the approval of our dealers here.—The Gale Bros. Co.

SEE NO ADVANTAGE IN SCHEDULE.

Trinidad, Colo.—At stations such as ours where there are no facilities for testing the moisture content of corn we are unable to see any advantage in incorporating the recommendation of the Federation of Grain Dealers' Ass'n's regarding discounts and premiums on that account, in contracts.—The Bancroft-Marty F. & P. Co.

NOT FEASIBLE.

Mexico, Mo.—In regard to the recommendations of the grain dealers' associations for the purchase of corn on a moisture test, will say that we do not think this at all feasible for country grain dealers. It would be next to impossible to carry it out in our territory; but we thank you for calling our attention to it, as we are anxious to see how it will work out elsewhere.—Wm. Pollock Mill & Elev. Co.

BUYING 4 CORN ON SCHEDULE BASIS.

Louisville, Ky.—We have been taking No. 4 corn on practically schedule A basis for the past two years, but of course corn can be No. 4 on account of rotten grains and light weight, blue eyes, must, and other causes. Rotten grains and light weight will be the principal trouble this season. I hardly believe trade as a rule will agree to these moisture tests.—W. A. Thompson & Co.

SELDOM HEAR ABOUT MOISTURE EXCEPT AT BEGINNING OF SEASON.

Pittsburgh, Pa.—While theoretically we are governed by the moisture content, as a matter of fact it is not lived up to very closely. There is some little grain dried here, but not enough to get it down to a regular system, and the only time we hear much about moisture test is at a time such as we are having just now when the new corn is coming in extremely damp.—R. S. McCague.

SCHEDULE IS NOT FEASIBLE.

Chicago, Ill.—It is our humble opinion that the values on off-grade corn cannot be made or regulated by any arbitrary schedules of discounts or premiums based on values of corn of standard grade. Values cannot be legislated or fixed by rules. While moisture content is one of the essentials, the law of supply and demand is the principal factor in determining the value of off-grade corn. We understand the schedule submitted is based on intrinsic values, according to moisture content. The cost of drying and handling and risks of deterioration are entirely omitted. The law of supply and

demand ignored. For these reasons, we do not believe the schedule is feasible and we feel satisfied will never be adopted by the trade.—J. C. Shaffer & Co.

LACK MOISTURE TESTING FACILITIES.

Superior, Neb.—This schedule meets with our approval and we believe it will be very beneficial where it can be used between terminal markets, tho it will be impossible to use it in our order trade in the west. This on account of the lack of facilities for determining the moisture content.—Bossemeyer Bros.

"CORN IS CORN."

Superior, Neb.—It would not be practical for us to handle corn on the moisture test basis as our business is nearly all with the country grain dealers and farmers or feeders. With these people corn is corn, unless difference in grade is so apparent as to be noticeable.—Elliott & Myers.

A PRACTICAL IDEA.

Van Wert, O.—We think the moisture schedule would create a great deal of discontent. However, we think it is a practical idea. But the only way for the shipper to handle grain on this contract would be for every shipper to install a moisture testing apparatus, which we are going to do. When dealers get to buying corn on its actual merits, they will have to use a moisture tester.—The Pierce Grain & Hay Co.

WUD PROTECT RECEIVER AT EXPENSE OF SHIPPER.

Cambridge, Neb.—It looks to us as tho the adoption of Schedule A would result in protecting the receiver at the expense of the shipper. The signing of such a contract would result in endless trouble and probable litigation, especially when receipts were heavy at the terminals. In our opinion, the receiver would naturally be in favor of the adoption of Schedule A, but it would be too hazardous for a shipper. The existing system of grading, tho not so scientific, is preferable.—Rankin Bros.

HEARTILY IN FAVOR OF SCHEDULE.

Mercer, Mo.—We are heartily in favor of the Schedule of discount and premiums as suggested by the Federation of Grain Dealers Ass'ns. We approve of the Scale as presented and believe both the Premiums and Discounts are fair and equitable, and a schedule of this kind should have been in force for several years past. The average country shipper is placed under a great disadvantage, without it, by being compelled to accept discounts when Corn is not up to contract and securing no premiums when it grades better.—Alley Grain Co.

SCHEDULE IS SATISFACTORY.

Clifton, Ill.—Regarding the recommendations of "The Federation of Grain Dealers Ass'ns on Buying and Selling Corn on Basis of Moisture Content," will say we believe that the conclusion arrived at by the gentlemen who have given their time to this very important matter is as satisfactory as can be devised. The moisture test is here to stay, and while it has been quite an expensive feature to country corn buyers the last two or three seasons, yet we all now recognize it is permanent, as when certain persons in the grain trade campaigned for uniform inspection there was no other way to establish a uniform grade except on the moisture test. Therefore it is here to remain and the grain trade were extremely fortunate in the selection of the committee who

lately convened and settled the matter as they did according to "Schedule A—Discounts and Premiums."—R. F. Cummings, Prest. R. F. Cummings Grain Co.

HOPE FOR ADOPTION OF SCHEDULE.

Nashville, Tenn.—The schedule of discounts and premiums named by the Federated Grain Dealers at Chicago is deserving of profound consideration. It certainly suggests a basis of adjustment equitable, fair and honest to both parties, and I trust will become generally effective in the adjustment of differences on shipments of new corn. Shipments of damp corn to the warmer climate of the Southeast during the germinating season may require heavier penalties, however, for excessive moisture content.—Caswell E. Rose.

IMPRACTICAL FOR USE AT COUNTRY STATIONS.

Crawfordsville, Ind.—Regarding the proposed schedule of discounts for purchase and sale of corn based on moisture test, will say the proposition is wholly impractical for use in buying grain from the farmers. It is absolutely impossible to test grain before it is bot from the farmers. It is, in our judgment, impractical to base purchases from farmers for future delivery on moisture test.

We think that the discount proposition on sale of corn to the markets is all right and can be carried out.

We believe, however, that such discount should be based on actual per cent of loss and expense necessary to reduce moisture to a contract standard.—Crabbs Reynolds Taylor Co., A. E. Reynolds, Pres.

OPPOSED TO MOISTURE BEING SOLE FACTOR.

Bushnell, Ill.—I am very heartily in accord with the action of the committee, inasmuch as it is a step in the right direction, for the handling of corn on an equitable basis. However, it looks too much like the committee was placing the grading, the discounting of the corn entirely on the moisture content. As I have stated many times, while I am positively in favor of the moisture test, as a factor, I am not in favor of it being the sole factor in the grading and inspection of corn, and for this reason I do not believe that the schedule for discounts and premiums (basis moisture content only), offered by the committee will be popular with either the seller or the buyer because there are usually other conditions of the corn which will make variations of the discount or premium imperative.—Geo. W. Cole.

SCHEDULE WILL NOT WORK OUT.

St. Louis, Mo.—The schedule of discounts and premiums adopted by the Federated Grain Dealers Ass'ns at Chicago is a very good suggestion, but in practice we do not believe it will work out successfully.

This schedule takes no account of demand and supply. When the average quality of the corn is high, the off-grades sell very close to No. 3 corn. We have seen times in all markets when No. 4 corn would sell within a cent of No. 3 corn, when the percentage of No. 4 corn is very small indeed, and there is a lot of No. 2 and No. 3 corn.

At other seasons when 50% or more of the corn coming to primary markets is grading No. 4 and no-grade, the discounts on No. 4 corn range anywhere from 3 to 5 cts. under No. 3. Primary markets where kiln drying facilities are

very limited cannot pay as much for off-grade corn as markets well supplied with driers.

We do not believe it possible to enforce a general rule in all markets controlling discounts on off-grade corn, any more than it would be possible for all markets to bid on a certain basis with reference to the option market.

We believe that the law of demand and supply will determine discounts on off-grades as surely as it does the prices and values of grain.—Langenberg Bros. & Co.

VERY MUCH IN FAVOR OF SCHEDULE.

Bennett, Ia: We are very much in favor of the Schedule made up by the Federation, in regards selling corn on Basis of Moisture Contents. This is the best proposition we have seen yet. It establishes a limit, and it places the shipper in a position to know where he is at, and that is more than anyone can say, under the present system of handling this new corn.—Jno. Dammann & Co.

DOUBT SCHEDULE CAN BE ESTABLISHED.

Milwaukee, Wis.—Doubt whether fixed discounts or premiums can be established. The inflexible law of supply and demand eventually regulates prices. Were all buyers equally equipped with handling machinery and had every crop a relative proportion of moisture content the plan might be feasible. With say 75% of the daily arrivals of corn at terminal points during any period showing a moisture test of 20% or more, would the demand for the off grades be such as to prevent a widening of the discounts and vice versa? With a small proportion of off grades account moisture content would not the discounts narrow?—Wallace M. Bell.

WILL BUY BY THE SCHEDULE.

Fort Dodge, Ia.—The proposed plan of the purchase and sale of corn on a basis of moisture test and establishing the discount on a percentage basis in relation to the test and price, is the most scientific and businesslike method ever devised for the purchase and sale of corn. It is most equitable to both buyer and seller. We have purchased the largest size Duval tester and will place it at our largest corn handling station. The other stations will be furnished with air tight containers for sending samples of their corn purchases to this central point for testing.

The tester (and schedule of discounts) will be placed where the farmers can see the work of testing carried on.

We furnish pencils and paper free and Mr. Farmer can figure out for himself what he is entitled to receive for his corn as far as moisture content is concerned.—Wheeler Grain & Coal Co., per L. W. Wheeler, prest.

CAN NOT BECOME GENERALLY ADOPTED.

Indianapolis, Ind.—Relative to the schedule of discounts and premiums adopted by the Federated Grain Dealers' Ass'n, it is our personal opinion that while the proposition sounds well and has an element of merit in it, it is impractical, and can never become universally operative.

In the first place, there is always a certain amount of moisture even in No. 2 corn, and this amount of moisture up to a certain point is not only not injurious or detrimental, but is practically essential. Beyond a certain per cent of moisture, the value deteriorates very much more rapidly than the increase in value on the corn of lesser moisture tests under 19%. In fact, it is questionable in our mind

whether corn of say 13% or 14% moisture is of any more value either for feeding purposes or for manufacturing purposes than corn of say 18% or 19%, unless possibly for distilling purposes.

We do not believe, therefore, that the trade generally will favor the proposition, and we do not think that it can ever become universally operative.—Jordan & Montgomery Co.

OTHER FACTORS MUST BE CONSIDERED.

Bloomington, Ill.—I have always been in sympathy with discounts based on the actual condition of the individual car tendered on contract and the discounts as suggested by the federation seem reasonable in their allowance to the receivers, but unreasonable to the producer or shipper so far as they relate to the moisture content.

I am not entirely advised as to the plan, but from present information can see nothing in the premium which takes into consideration the other elements that enter into the grading of corn. I do not see how a universal agreement on the discounts for moisture would obviate any of the disputes regarding the discounts on corn which might come within a stated moisture content, but have varying amounts of damaged grain and dirt, corn cobs, and other incidental foreign mixtures. It seems to place the emphasis for corn misgraded altogether too much on the moisture content.

It was the opinion of the State Ass'n and many of its largest shippers, that the moisture content should not be the sole determining factor in grading corn, and I think an adoption of the schedule would be to confirm this manner of grading corn in winter time. Personally, I feel that corn that is well matured and clean can properly carry a higher percentage of moisture than corn that is immature or dirty, and in order to secure universal adoption of a schedule of discounts, I believe it will be necessary to incorporate in the agreement provision for these factors. Otherwise I am afraid in practical operation it will not achieve the results desired.—Baldwin Grain Co.

FIXED DISCOUNTS AND PREMIUMS IMPOSSIBLE.

Louisville, Ky.—Relative to a proposed scale of differences on corn carrying different degrees of moisture, we do not see how it would be possible for any dealer in grain to abide by any hard and fast rules. It would seem to be a purely artificial interference in the course of values which could not long prevail.

The differences between corn containing say 15% of moisture and corn running anywhere up to 25 or 30% of moisture has to be governed, in our opinion, largely by the local conditions at all times. Thus, if an unusually large percentage of soft corn comes to a market and the dryers are crowded and that corn is liable to deteriorate largely before it can be artificially dried, at such times buyers would have to have an unusually large discount to guard them against making losses, before the corn can be properly handled.

On the other hand, if a crop of corn would happen to be unusually dry and the conditions were such that the elevators could handle the limited amount of damp, soft corn that was coming to market with ease, it would naturally make such corn sell nearer the price of contract grade.

Taking the matter as a whole, our

opinion is, that an attempt to settle these discounts in advance, is not a practical proposition and we do not see how anyone, either buyer or seller, could afford to go into such contracts.

To the writer it appears that the most desirable change to be made just now is for country shippers to discourage an unusually early movement of corn each season and then we would probably have corn to handle, which would cause less heart aches to the shippers.—A. Brandeis & Son.

SUGGESTS EASY METHOD.

Sidell, Ill.—In regard to discounts which we think should obtain basis moisture content, beg to advise that it would seem more easily arrived at in the following manner. Multiply the excess moisture content, above that permissible in No. 3 corn, by 2 and use as a percentage in arriving at discount. To illustrate, basis 52c corn and 19.25 for No. 3 corn:

Moisture test 19.50 = excess .25 $\times 2 = .5$ or $\frac{1}{2}$ of 1 per cent discount = .26.

Moisture test 19.75 = excess .50 $\times 2 = 1$ or 1 per cent discount = .52

Moisture test 20. = excess .75 $\times 2 = 1.5$ or 1.5 per cent discount = .78.

Moisture test 22. = excess 2.75 $\times 2 = 5.5$ or 5.5 per cent discount = 2.86.

The discount could either be taken from price per bushel or from net proceeds of grain after figuring at contract price. The latter we think more practical.—Sidell Grain & Elevator Co., by R. G. Herron.

DECIDEDLY OPPOSED TO THE PROPOSITION.

Evansville, Ind.—This entire proposition amounts to fixing the moisture of No. 3 corn at 19 $\frac{1}{4}$ % absolutely. It is only a matter of three or four years since No. 3 corn ranged from 16 to 18 per cent; two or three unfavorable years for crop maturity and the curing of the corn in Indiana and Illinois resulted in an agitation by country shippers which raised the moisture content of No. 3 corn from an outside limit of 18% to an outside limit of 19%. Dealers at terminal markets and consumers who were compelled to handle this 19% corn at the same price they were paying for 18% corn previously, protested, but to no avail, competition between the markets finally resulting in all adopting the 19% scale as a maximum with 16 to 17% as a minimum.

Now comes this schedule from the State Associations raising the percentage by $\frac{1}{4}$ of 1% and doing away entirely with the maximum in that anything testing under 19 $\frac{1}{4}$ % is to be handled at a premium over the No. 3 or contract price. It is a fact that 19% corn is not safe corn for anyone to handle, particularly under the present grading rules which permit a liberal amount of dirt; it is also a fact that there is more of this dirt in 19% corn than there is in 16, 17 or 18% corn, because the moisture and soft condition of the corn make it impossible to handle it without accumulating more or less cracked corn and other dirt. Any one who handles 19% corn at any time between husking period and the 1st of March trembles in his boots every time the weather changes to a warmer condition. After the 1st of March he is happy if his corn gets through without heating. He has no assurance that his 19% corn will carry anywhere.

We are decidedly opposed to this proposition that has been put up to the trade by the Federation of Grain Dealers' Ass'n's. It would be much better if this Federation would insist upon the country

elevator men, who compose these Associations, buying this stuff from the farmers on a right basis and putting the proposition right up to the farmers where it belongs, instead of to the terminal markets and the consumers.

With all the agitation the Agricultural Colleges have made for better corn; with all the protestations made by terminal markets and consumers that corn during the past two or three years has been practically unmerchantable, the fact remains that the condition of the corn has steadily deteriorated during the last five or ten years and it will continue to do so so long as country elevator men pay farmers' contract price for anything they bring. Even now we hear threats from Europe that dealers there are liable to associate and insist on corn as low as 16% of moisture from this country.

What will the seaboard dealers do who are compelled to take 19% corn for contract corn? We may talk as much as we please about educating the farmer to raise better corn and better grains, but so long as we pay him just as much for his wet stuff as for his dry; so long as we pay just as much for corn with ears 18 inches long and 2 inches of cob, Mr. Farmer will continue to raise that kind of stuff. He is selling us weight and not grain, and if we continue to pay for it that way, we cannot blame the farmer. He is not a philanthropist any more than the grain dealer.—W. H. Small & Co., A. F. Files.

J. Barry Mahool Heads New Surety Company.

John Barry Mahool, former mayor of Baltimore, who is the live wire of the grain firm of Frame, Knight & Co., is adding to his other activities that of president of a fidelity, surety and casualty company recently organized as the Baltimore Casualty & Guaranty Co., with a capital stock of \$500,000 and \$500,000 surplus.

It is the intention to make this company one of the leading institutions of its kind in the east and the personnel of its officers and directors gives reason to believe the most sanguine expectations will be realized. Associated with Mr. Mahool in the grain receiving firm is Mr. D. Y. Huyett, in charge of the western connections, and who has numerous business friends in the west. A portrait of Mr. Mahool is reproduced herewith.



J. Barry Mahool, Baltimore, Md.

FALL MEETING OF OHIO DEALERS AT COLUMBUS

The regular fall meeting of the Ohio Grain Dealers Ass'n was held in the assembly room of the Neil Hotel at Columbus, on Nov. 3. Pres. M. W. Miller, of Piqua, called the meeting to order at 10:45.

A telegram was received from H. S. Grimes, of Portsmouth, regretting his inability to be present on account of a sore eye.

Sec'y McCord read a letter from E. W. Seeds who has gone to Jamestown, N. Y., for his health. Mr. Seeds sent his regards to all members and the pleasant news that he is gaining in strength.

Sec'y McCord distributed a circular on the Care and Maintenance of Scales at the Country Elevator, prepared by the Weighing Dep't of Chicago Board of Trade.

Sec'y J. W. McCord: On account of the importance of the moisture content as a determining factor in the grading of corn, the U. S. Dept. of Agriculture at Washington has gone to great expense to get facts regarding moisture content and the relative worth per unit measure. A table showing these relative values has been printed, and I have a number of copies for free distribution. There is a federation of Grain Dealers Ass'ns in the movement for buying and selling corn on moisture content. See Grain Dealers Journal for Oct. 25, page 617. The central markets shud make finer distinctions.

C. E. Groce, Circleville, read the following letter, addressed to Hon. William H. Taft, President:

Recommend For Secretary of Agriculture.
"To the President:

It is reported that Hon. Jas. Wilson is to resign as Sec'y of Agriculture in the near future, and on behalf of the Grain Dealers Ass'n of Ohio, we take pleasure in recommending Hon. Renick W. Dunlap, our former State Dairy and Food Commissioner, as Mr. Wilson's successor.

"Mr. Dunlap is honest and fearless, and was a worthy and efficient officer. No appointment could be made or act on your part could be more pleasing to the agriculturists of Ohio."

Mr. Groce moved that the president and secretary be authorized to sign this letter and direct it to President Taft. Motion carried.

In Pres. Miller's address he pointed out some of the aims and purposes of the association and the good work which is being accomplished, from which we take the following:

PRESIDENT MILLER'S ADDRESS.

This is primarily a meeting for the discussion of the New Corn Crop and its condition, and when and how it can be safely handled with a fair chance of a reasonable margin, which is the all important question before most of us. It is our purpose at this meeting to give an opportunity for each important Corn growing section of the State to be heard from, that we may gain as intelligent an idea as possible as to the general condition of the crop, as to yield, quality, moisture, etc., and also the average condition of the growing wheat crop at this time.

One of the great and important needs of the Grain Dealers of Ohio is more harmony and a better feeling, and more thoro acquaintance with one another, and the discussions and talks together at these meetings is the best way to better these conditions.

Buying grain by the hundred weight instead of by the bushel is being agitated considerably in many sections at this time, and there seems to be good arguments for both sides of the question. It is claimed by those favoring the change to the cental system, that the old way of buying by the bushel is cumbersome, complicated and confusing, particularly in the buying of corn. Some sections will make 63 pounds of ear corn the bushel weight, others 70 pounds, and at the beginning of the movement of a new crop 72 pounds and on up to 75 or more, according to its condition as to moisture, which is the cause of trouble between neighboring dealers. Buying by the cental system reduces the figuring necessary in settling with the customers, all of which is undoubtedly true.

Those opposed to the cental system argue that if the dealers adopt this system it will mean the voluntary reducing of the margin of profit already too low, as if adopted generally it would only be a short time before the dealers would be handling the hundred weight on about the same margin of profit they are now securing for the bushel. Many do not like the job of educating the farmers to the cental system, where they have always been used to the selling by the bushel,

etc. This view of the matter should be seriously considered as well as the former, and there should be a thoro discussion of this important matter that an understanding of what is best for Ohio Grain Dealers may be brot out.

Better Crop Reports: One greatly needed improvement the members of this Ass'n should bring about is a better system of crop reports. The tendency of the present system is to publish false reports of conditions of growing crops to induce speculation. Some better and more reliable system should be found and adopted which would make these reports of more value.

The members of this Ass'n should continue the effort for better agricultural methods on Ohio farms and the dealers can do very much to assist in this line of work. All Ohio dealers should educate themselves to a closer grading of grain from the farm to the elevator.

A better financial support should be given the Ass'n in the prompt payment of the yearly dues, which are certainly as low as it is possible to make them and accomplish anything at all, the financial condition of the Ass'n at this time is not good, and this should not be allowed to continue, for the benefits each dealer secured through the efforts of the Ass'n during the last legislature in defeating adverse legislation, and promoting bills favorable to the grain trade was alone worth many years' dues to each and every dealer in Ohio, and your Ass'n is certainly entitled to a prompt remittance of the annual dues when called for by your Secretary.

I want to emphasize that this meeting is an informal one, and that we want you to make full use of this opportunity to be heard on any questions of interest to you and your section the discussion of which would be beneficial to the Dealers in Ohio generally.

President Miller called on dealers from different counties to report on the crop conditions in their territory.

E. A. Grubbs, Darke Co.: Corn is pretty wet, and cannot be handled safely for 2 or 3 weeks; 10 to 15% of corn is down, with the ears on the ground. Some are sprouting and some rotting; dry rot on many stalks; much sorting will be necessary. Farmers are not trying to sell.

Wheat that is above the ground never looked better. On account of the wet weather 15 to 20% less than the average acreage has been sown. Not over 20% of wheat back; 30% of oats back in farmers' hands.

H. J. Niswonger, Arcanum, Darke Co.: Not over 10% of wheat back in southern part of county. Acreage slight increase over last year. Corn is very fair where the right kind of seed was planted. We



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have planted the same seed for 4 years, and it has never failed to mature. The variety is similar to the Yellow Dent. The yield per acre is but very little less than other varieties.

J. S. Leas, Preble Co.: Corn crop is going to be bad to handle.

John Meyers, Pleasant Hill, Miami Co.: Weather was too dry for growing corn, and now it is too wet for husking. We will have not more than one-half crop; much of it is moldy and a good per cent is down; some was cut too soon, and is not filled out. Farmers are not anxious to sell. Not more than 10% wheat back; acreage 25% below last year.

O. T. Roselle, Miami Co.: We will have 75% of normal corn crop; some cut too early; 5% of sorting on standing corn would make the quality much better than last year. Very little corn has been received; 10% of wheat is in farmers' hands. Acreage sown is equal to that of last year. Growing crop is looking fine, except for late sown wheat.

O. F. Furrow, Fletcher: Corn will yield 30 to 35 bu. per acre; too green and sappy to handle. Growing wheat in fine condition; part of acreage abandoned on account of wet weather.

W. T. Palmer, Celina: We will not handle new corn until it is in condition, which will be in about 2 weeks. Yield will be 25 to 40 bu. Wheat never looked better; 20% increase of acreage; 25% wheat back.

Mr. Price, Paulding Co.: We are offering 65c per cwt. for corn, and will be handling it in 10 days.

H. G. Pollock, Van Wert Co.: New corn is being taken in freely, and shipped in ear; the market is poor; won't carry cool and sweet on short haul until 10 days or 2 weeks. All yet shipped has arrived hot; 50% of wheat back. Oats good quality; 75% back. Hay excellent quality, 1/3 of crop.

J. E. Wells, Logan Co.: We will have more than average sized crop of corn. Recent rains have done damage; 10% must be sorted out to make it good merchantable quality. Corn is very marked—the ear is either good or bad; will grade well later on; conditioning rapidly; price 50c. Corn is being cribbed by farmers; we don't think of buying before the 20th; farmers not anxious to sell. Oats, 25% to 30% back. We are not a wheat territory; 10% of wheat is back; new crop looks fine. Not much clover in our territory; nice crop of alsike of good quality.

A. C. Brown, St. Paris, Champaign Co.: Average crop corn; condition bad. No new corn bot; 50% oats back, farmers holding for 50c. Growing wheat, average acreage and condition; 25% wheat back.

Geo. Stephenson, Rosewood, Champaign Co.: Not 10% of wheat back; 10% to 15% oats back; condition of corn will be good after sorting. Some corn is dry rotting. Price talked 50c; no sentiment among farmers to sell.

Pres. Miller called upon Prof. Vivian, acting Dean of Ohio College of Agriculture, who made a strong appeal for the co-operation of all grain dealers in teaching the farmer better methods in growing and marketing his grain.

Prof. Vivian said in part: The farmer must produce larger and better crops. We can easily double the amount produced in Ohio. This will mean double the amount to be handled by grain dealers. Our greatest difficulty is that we can not get the information to the farmer.

We have a regular 4-year course and a 2-year course, which is more practical. Our total registration is 919, the largest enrollment of any agricultural college in this country. Our extension schools in various counties have registered a total of 17,000 students, and the agricultural trains during the past summer have been attended by 37,000 people.

Our greatest trouble is that we can not get the farmer interested. We want the grain dealers to help us in getting the farmer to attend our 8-weeks' course from Jan. 2 to Feb. 23.

Prof. McCaull, College of Agriculture: We have 100 acres of corn at the college farm, which is now being husked. It is of the Reid's Yellow Dent variety and the average yield will be 60 to 70 bu. per acre. We estimate that the total yield in the state will be slightly larger than last year, with a smaller acreage.

Mr. Groce: What causes the rotten corn?

Prof. McCaull: We are now examining samples to determine this cause; but the report has not yet been made. It is a fungus disease, a mold inside the husk, due primarily to the warm, damp weather we have had this fall.

H. W. Robinson called attention to the differential rates to North Atlantic ports, and read the following resolution, which was adopted:

DIFFERENTIALS TO ATLANTIC PORTS.
Whereas, The Interstate Commerce Commission is investigating the differential

rates in import and export traffic via North Atlantic ports, and

Whereas, The principle upon which differential freight rates are established is not only equitable but logical, and it is essential to the welfare and progress of the agricultural, mercantile and manufacturing interests of the State of Ohio that the differential rates to the Atlantic seaports be maintained; therefore, be it

Resolved, that the Ohio Grain Dealers Ass'n in convention assembled at Columbus this third day of November, 1911, do hereby protest against any reduction in existing differentials to and from the several Atlantic ports.

Adjourned for luncheon tendered by Columbus dealers.

AFTERNOON SESSION.

The afternoon session was called to order at 2:45 by Pres. Miller. The reporting of crop conditions was continued.

H. S. Heffner, Circleville: Corn contains 21 to 22% moisture. There will be 10 to 15% loss by rotten corn. Not over 30% of wheat in farmers' hands.

A. B. Beverstock, Lexington: Richland, Morrow, Ashland, Knox and Huron counties, have an average corn crop; 10% rotten; 15% wheat and 40% oats back in farmers' hands.

T. P. Riddle, Sec'y N. W. Ohio Hay & Grain Shippers' & Prod. Ass'n, Lima: The conditions of corn in 13 counties in the northwestern part of the state compare accurately with the report of Mr. Wells, of Quincy, except 8 or 9 counties in the Northwest corner, where corn is much better; 5% will fully cover the amount of corn which will have to be sorted out.

As an organization we do not attempt to enforce uniform prices, but we endeavor to promote uniform working margins and uniform practices. We have adopted a set of trade rules which we merely recommend, but do not attempt to enforce. We hold them up as the ideal trade standard. These rules discourage contracting for farmers' grain in advance of delivery; bag loaning, money loaning, storing grain and country canvassing. We recommend the buying of grain according to its merits.

President Miller called upon Prof. Graham, sec'y of the extension department of the state agricultural college, who made a very interesting talk about the work of his department and how the assistance of grain dealers will be of mutual benefit to grain dealer and farmer. He said in part:

"When it comes to educational matters, a mass of people can not be educated to do a thing readily. Buying by



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the hundred-weight is a great convenience. In sections where the hundred-weight is used, the farmers talk of things by the 100 lbs. They are glad to get hold of a thing that will help the grain dealer as well as themselves. Farmers shud have better instruction as to the value of grading and preparing grain for market. Farmers do not want to put poor corn on the market.

"The community feeling between grain dealer and farmer shud be quickened. We have done everything that we could lay our tongues and hands to in order to show the farmer the importance of properly marketing his grain. Grain dealers shud prove to farmers that they are not selfish. Get together and understand each other. Learn that the benefit is mutual. Our business is your business. If you will tell us what is to your interest we will spend every last cent of our appropriation to help you out."

Pres. Miller called upon Chas. B. Jenkins, of Noblesville, Ind., an ex-president of the association. Mr. Jenkins spoke in a very touching manner of the high regard he has for the Ohio dealers, and the great pleasure of returning and meeting with his old friends. He emphasized the value of friendship and co-operation among grain dealers, and more rigid methods of grading the farmers' grain. The grain dealer who does not grade the grain he receives caters to the poor farmer, the man who does not try to improve his products.

By experimenting with the actual flour producing quality of wheat, we have arranged a schedule to which we absolutely adhere. We buy No. 2 wheat at 59 lbs. and for overweight we pay a fixed premium. We have educated the shippers in Central Indiana, who ship to Noblesville Mfg. Co. in grading their wheat, and I know the shippers are carrying it back to the farmer.

I don't believe the damage to corn is as great as estimated by dealers at this meeting. We have a much better quality of corn than last year. I judge 25% or more of wheat in farmers' hands; acreage of wheat for this year is greater than we ever had. There must be a large percentage of oats in farmers' hands.

Fred Mayer: Receipts of corn are not yet large—not over 75 cars altogether, mostly soft and damp, 21 to 25% moisture. We have been crowded for storage at Toledo, but have room at present for what will come in. So long as you pay the farmer the price for this dirty, rotten corn, just so long is he going to bring it.

L. W. Forbell, New York City: Some information seems pessimistic, but I believe you are going to have more than an average crop to handle. I am optimistic; N. Y. market has led the way in systematic grading of grain. When grain is sold on N. Y. weights and grades for No. 2 red wheat, the contract reads that lower grades are to be applied at market difference. When that lower grade arrives it is presented to a comite which fixes the discount according to the markets of the day. The receiver is not represented on that comite. A record of these discounts is posted on the bulletin board and are accessible at any time. To my mind this system is fairer than any other system in operation. We anticipate, with present prospects in West, a good export demand. The discount comite discounts wheat as much as it would cost to make the grain grade No. 2 by cleaning, etc.

Mr. Force: Why is it that 95% of cars going into Baltimore are reported leaking, while only 5% are reported in New York?

Mr. Forbell: No doubt a greater percent of leaking cars are reported at Baltimore than at New York, but I feel certain that the difference is not as great as stated. The New York Grain Comite is alive to the situation, and is now considering a new system for reporting leaking cars.

C. B. Jenkins: We have observed that the use of heavy paper in lining cars is almost absolute safeguard against leaking. The cost is only 30 to 35c per car. Shipper can not afford to be without it.

E. H. Beer: At Baltimore a railroad representative and our assistant weighmaster inspect the car at the time the seal is broken, by hammering on the sides of car. We have a settling comite at Baltimore. Rejected or no grade grain has to be sold on its merits. Grades lower than contract sell at market difference. New corn at Baltimore has all been no grade.

W. F. Heck: Pittsburgh has the same method of inspecting leaking cars as Baltimore.

P. M. Gale: Most new corn received at Cincinnati is in the ear, from Ohio and Indiana. There is an exceeding amount of moisture. Mixed and yellow ear corn started at 60c and has worked down to 57c. Our inspection system is same as at Baltimore.

F. E. Watkins: We have had some new corn at Cleveland, all of which has

tested less than 20% moisture, which has been rather surprising.

E. A. Grubbs moved that a vote of thanks be tendered Columbus dealers and millers who entertained visiting dealers with such an excellent luncheon. Motion carried.

E. C. Baer: We, as country grain dealers, buy grain on about same system as dealers at central markets. They bid for 58 lbs. wheat or better, No. 3 standard white oats or better, and No. 3 corn or better. We are being urged to pay the farmer a premium for better grain, and we believe that the terminal markets shud give us the premium for the better grades.

T. P. Riddle presented the following resolution, which was adopted:

Resolved, that it is the consensus of opinion of this convention of the Ohio Grain Dealers Ass'n that the system of joint car-condition inspection, as now in effect in certain markets, is sound, equitable and commendable, and that we recommend its general adoption and practice by all receiving markets.

Adjourned sine die.

CONVENTION NOTES.

Chicago was represented by P. E. Goodman and F. G. Winter.

From Cincinnati were P. M. Gale of Gale Bros. Co. and J. W. Ellis.

Indiana sent C. B. Jenkins of Noblesville and C. G. Egly of Berne.

Toledo was shy, but ably represented by Fred Mayer of J. F. Zahm & Co., and T. H. Mitchell.

None did violence to the admonitions of the placards of the anti-swearing society save Fred Mayer.

Those present from Baltimore were E. H. Beer, of Chas. England & Co.; H. E. Elgert, of J. A. Manger & Co.

Pittsburgh representatives were Roy V. Harper, D. V. Heck, W. F. Heck, of W. F. Heck & Co.; Wm. Leubin.

New York sent L. W. Forbell of L. W. Forbell & Co., New York City, and E. E. McConnell, representing the Eastern Grain Co., Buffalo.

The only machinery men in attendance were G. H. Baxter, representing the Richardson Scale Co., and A. S. Garman, representing Huntley Mfg. Co.

Cleveland sent a strong delegation, including Fred Abel, F. W. Blazy, F. C. Cain in black hose and a green cravat; H. M. Strauss and F. E. Watkins.

The dealers were disposed to send Harry Grimes a wire of sympathy until they learned that his only trouble was a "bum eye." Portsmouth is wet again.



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The prevailing sentiment expressed by shippers was pessimistic regarding the condition of corn. But later dealers were asking each other if conditions really were so bad.

Grain shippers of Ohio are not being harrassed by farmers anxious to dump their new corn on the market before it is in condition. They are all holding for a rise in price.

To the vain and not vain was given a pocket mirror with the compliments of Model Milling Co. Fred Abel gave a hexagonal varnished rubber-tipped lead pencil to those who cud write.

That Ohio dealers are suspected of having money is forcibly evidenced by the presentation of an empty bill carrier with the compliments of H. W. Fish. A bill carrier filled with stage money was given out by W. F. Heck of W. F. Heck & Co.

Insurance men were hot after applications. C. O. Garver represented the Grain Dealers National Mutual Fire Ins. Co. and the Ohio Mutual. C. O. Peters represented the Millers Nat. Fire Ins. Co., and C. W. Fitzsimmons represented the Millers Mutual Fire Ins. Co. of Illinois.

Those in attendance at the convention were entertained at an excellent luncheon given by the following Columbus dealers: Cruikshank & Robinson, A. Felty, Gwinn Milling Co., Hardesty-Williams Milling Co., Jas. P. McAlister & Co., McCord & Kelley, Scott & Woodrow Co., and Edw. Stritmatter.

Among the dealers in attendance were: H. M. Allen and H. R. Allen, of Troy; B. F. Avery, Turner; J. N. Bailey, Spencer; Earl C. Bear, Hicksville; A. Beatley, Urbana; A. B. Beverstock, Lexington; A. G. Boogher, Santa Fe; A. C. Brown, St. Paris; J. W. Channell, Melvin; E. Milton Crowe, Piqua; E. T. Custer, Sidney.

J. S. Dewey and L. W. Dewey, Blanchester; J. L. Doering, Antwerp; E. A. Faulkner, Kessler; O. F. Furrow, Fletcher; C. E. Groce, Circleville; E. A. Grubbs, Greenville; J. P. Gundy, Carroll; C. Hastings, Cedarville; H. S. Heffner, Circleville, J. Howard, Milford Center; J. R. Johnson, Baltimore; J. W. Jones, Marion; Fred Kyle, of Kyle; F. E. Langdon, Wilmington; J. S. Leas, West Manchester; A. E. Loofbourrow, Cooks; H. W. Kress, Piqua; M. W. Miller, Piqua; D. L. Mote, New Madison; J. H. Motz, Brice; C. M. Myers, Pleasant Hill; Geo. J. Mulzer, Galena; H. J. Niswonger, Arcanum; W. Niswonger, Quincy; W. T. Palmer, Celina; C. S. Petry, Troy; H. G. Pollock, Middlepoint; T. G. Powers, Urbana; S. L. Rice, Metamora; T. P. Riddle, Lima; Joseph Ringlein, Leipsic; H. W. Robinson, Green Spring; O. T. Roszelle, Troy; L. G. Shanley, Pemberton; Geo. Stephenson, Rosewood; J. C. Spurrier, Marysville; D. F. Taylor, Ashville; E. O. Teegarden and J. W. Teegarden, of Duval; K. Threlkeld, Jackson Center; C. H. Tingley, Bellefontaine; L. R. Watts, London; J. E. Wells, Quincy; S. S. White, Bucyrus; H. W. Wolfley, Prospect.

The Grain Dealers Journal is the best investment I ever made for the interest of our agents.—V. P. Turner, Turner-Hudnett Grain Co., Pekin, Ill.

Antwerp, Belgium, is planning to build a stationary grain eltr. and it is believed that an American Company will secure the contract. Antwerp has two floating grain eltrs. operated by the city.

MEETING OF DEPUTY Weighmen.

The regular quarterly meeting of the deputy weighmen and tallymen of the Board of Trade Weighing Dept. was held in the smoking room of the Chicago Board of Trade last week. It was attended by a number of railroad officials, as well as by shippers and receivers, all eager to profit by the experience of deputy weighmen, who are ever alert to detect new causes for short weights and opportunities for reducing leakages of grain from car.

As usual, Weighmaster H. A. Foss presided and kept the proceedings in action.

Duncan Boden read a paper on "Shortages and How They Affect the Shipper, the Railroad, the Commission Merchant and the Terminal Elevator Man."

Walter Felt read a paper on "Will the Grain-Tight Car Solve the Shortage Question, and Will the Benefits Resulting from Making Box Cars Grain Tight Justify the Expense?" He showed that the railroads could not afford to use old equipment in attempting to transport grain.

Geo. Metcalf, the earnest orator of the dept., read a paper on "The Weighing Dept. Employee and What is Expected of Him."

A most interesting compilation of suggestions and explanations of causes of shortages from the deputy weighmaster were presented by Asst. Weighmaster A. E. Schuyler. From it we take the following:

Each member of the weighing department, in answering question one, which reads, "What, in your opinion, could account for excessive variations in weights between country loading points and Chicago?" gave it as his opinion that "leakage of grain during transit" is the primary cause for shortages in weight.

Next in importance, "inaccuracy" was given for the reason for such shortages, while "theft of grain in transit" was given as the third reason. The following in the order named, "Leakage," "Inaccuracy," "Theft" and "Miscellaneous causes" are the reasons in detail for shortages, as taken from the answers to question number one:

SHORTAGES CAUSED BY LEAKAGE.

Defective car equipment.
Short floor boards.
Improperly cooped cars.
Loading cars that are unfit for grain.
Failure to line intelligently cars with burlap or some other effective lining material, especially when small grains such as wheat and rye are being transported.
Grain lodging behind inside car linings.
Too much dependence placed upon the outside sheathings.
Unnecessarily rough handling of cars by railroads.
Gravity tracks.
Failure of railroads to make grain tight belt rails, which makes it very difficult to prepare cars for grain so that they will not leak when the sheathings become loose.
Leakage, the evidence of which is eliminated by repairs to cars during transit.
Nails and spikes in the door posts, thereby preventing tight junctions at grain doors and door posts.
Rough treatment accorded cars during the loading of lump coal at mines.
Racking of cars and the breaking of end posts caused by the shifting of lumber.
Improperly installed grain doors.
The use of grain doors of single thickness.
Loading cars far beyond their capacity.

SHORTAGES DUE TO INACCURACY.

Indifferent and careless weighing at country points.
Inadequate weighing and loading facilities at initial shipping points.
Small scales, necessitating very many draughts to each carload.
Improperly set, improperly handled and improperly cared-for automatic scales, and the failure of the users to make frequent weighing tests during the weighing of each carload.

Automatic scales set in cupolas of elevators where the feed is liable to be intermittent, and where the scale is seldom examined by the operator.

Failure of country shippers to have their scales properly tested.

Misplacement of grain weighed on wagon scales on different days, that is put into elevator bins, and upon the accumulation of enough for shipment, loaded into cars without being reweighed.

Excessive handling of grain after weighing between scale and car at loading points.

Estimating unscientifically the quantities loaded; i. e., using a measure standard without regard to the kind and density of the grain.

Lack of check weighing facilities at initial loading points.

Loading grain from wagons into cars for which it is not intended, especially when several farmers are delivering grain, and it is being loaded into two or more cars at the same time.

Even weight draughts; i. e., weighing draughts of the same amount in succession, which increases the possibility of missing a draught, or registering one not weighed.

Style and location of equipment at country loading points that necessitates the running of all grain, house grain and outgoing grain, through the same elevating leg, which, when interruptions occur on account of receiving grain into the elevator during the loading of a car, often causes grain intended for such car to be delivered to house bins. Similarly can many over-runs be accounted for.

SHORTAGES DUE TO THEFT OF GRAIN DURING TRANSIT.

Stealing grain from cars, which is aggravated by the use of duplicately numbered seals.

Inadequate watching protection.
Grain thefts at country towns and also at junction points enroute.

Mention in some replies was also made of the fact that recently evidences of stealing grain from cars by boring holes through the floors has come to the attention of some of our boys.

Another report read: "Only a few days ago, at Cragin, boys were discovered in the act of prying loose the side sheathings of a car with brake shoe keys, and the sheathings were kept apart from the side sill by these keys while running the grain into sacks. Afterwards the boys stuffed the cracks at the sheathings with paper." "On another car," the report continues, "they took the brake shoe keys and spread the sheathings at the end, and stole grain through the crack thus made."

MISCELLANEOUS CAUSES FOR SHORTAGE.

Failure to pick up spills that occur during the loading of cars.

Leaking car spouts.

Moisture and heat in grain.

Leaking garners.

Knocking off grain door boards when inspecting and sampling grain.

Several deputies answering question one, said: "Barring bad order cars, inasmuch as the shippers' weights sent us are less than the Chicago weights as often as they are more than the Chicago weights, it would seem that a great deal of the trouble is caused at country loading points."

One deputy wrote, in answer to the question, "What causes shortage, said: "That is what I would like to know. The farmer claims his wagon loads go short when he sells his grain to the country shipper; the country shipper, in turn, claims his elevator falls short; and he also claims that his cars are short in weight; every Chicago elevator man is hollering that his house is short; the vessel man, too, doesn't sleep nights on account of his shortages; and the man down East kicks about shortage. The railroads, for their part, will swear they did not lose any of the grain. Where in thunder does it all go to, anyway?"

Another deputy wrote: "I think it would be almost remarkable, even if the car equipment was what it ought to be, which it is not; and even if cars were carefully prepared with burlap lining; and even if no theft of grain occurred during transit; and even if there was no natural shrinkage that you hear so much about; and even if everyone was honest, I say it would be almost remarkable if

we did not have shortages, for just consider the varied duties of the average country elevator foreman or operator. First, he buys his grain and weighs it on his wagon scale, and he may have a dozen farmers to look after, all at the same time, and he is expected to do a certain amount of "gassing" with each farmer; then he attends to the dumping of the grain; he does his own spout shifting; he coopers his own cars; he does his own trimming; he does his own oiling; he looks after his shipping scales and his shipping weights; he may have a cleaning machine or two to watch; he is his own engineer and fireman; and he has his own troubles, too many to mention. Is it any wonder, then, that he doesn't always follow in detail Mr. Foss' 16 instructions on car cooping and bur-lap lining? Is it any wonder, then, that he does not follow to the letter Mr. Foss' "Helpful Hints for Wide-Awake Weighmen," which are only 18 in number? I have nothing but sympathy for that poor son-of-a-gun, even if he doesn't read the 113 pages of good advice given in our "Shippers' Manual."

Another deputy wrote: "There are so many causes for shortage, real and fancied, that I would want to take a week off to name them all. If you will take any 10,000 cars that come to Chicago, and weigh them first on a railroad track scale, then on a large hopper scale, and then on an automatic scale, and if your three weighings for each car practically agree, you will still have your troubles trying to convince some one that the cars were correctly weighed."

One deputy wrote: "To sum it all up, the primary causes for shortage are four in number, as follows:

First: Leakage in transit.

Second: Inaccuracy.

Third: Theft of grain from cars during transit.

Fourth: Loss in weight on account of wet and heating grain."

Another deputy wrote: "Shortages will occur in spite of the devil."

To question 2, What in your opinion could account for the shortages that sometimes occur on cars between Chicago elevators, the opinion prevailed that most of these shortages were caused through leakage in transit, through grain lodging in lining pockets of cars, and through theft during transit. Leaking garners and leaking loading spouts were also mentioned by some as possible causes for variations in the weights of such cars.

To question 3: Have you noticed any conditions relating to the unloading, loading, handling and weighing equipment at any of the points of weighing where you have been stationed that you consider unsatisfactory, or that could be improved upon, we received a few suggestions which are now under investigation.

Each deputy in answering question 4: Can you criticize the systems and methods of weighing and handling grain to and from cars at the Chicago Elevators, said "No."

And in answering question 5: Are you convinced that your own methods of protecting weights, of securing information concerning the condition and seals of cars, and of performing your duties would be satisfactory to the country shipper and the eastern buyer of grain if they were on the ground where they could see you perform, the deputy weighmen invariably stated, that they would perform their work no differently if the shippers were watching them than if they were a thousand miles away. In fact,

many of them expressed the desire that the shippers visit the various points of weighing and watch them perform. For the most part, the boys thought that such an investigation would eventuate in good, for it would open the eyes of the average shipper of grain. They expressed the belief that shippers, as a rule, do not realize the effectiveness and the thoroughness of the measures that are being taken at Chicago to protect their interests in the matter of weights.

To number 6 the deputies answered that they were sure their records, for the most part, were as complete in detail as they should be.

In answering question 7, they were a unit in saying that the weighing department's system of protecting the shipper and receiver of grain is effective and what it should be.

And in answering question 8, the boys said they were very well satisfied with the weighing conditions at Chicago.

Many of the deputy weighmen, some of the railroad men and receivers participated in the discussion.

Geo. Le Beau of the dept. recited an experience of direct interest to every one interested in the shortage problem. He said:

SHORTAGES IN LOCAL TRANSFERS.

In discussing the shortage problem I might mention that I am frequently called upon to investigate differences in weights, not only between country points and Chicago, but on local transfers as well, some of which I am unable to locate the cause of.

Recently we handled 109 local transfer cars. The first lot of 30 cars showed an average shortage of 214 pounds per car, which is excessive. Tests made at both the loading and unloading elevators showed variations of from 10 to 40 pounds per car on cars loaded out and returned to different scales.

The next lot of 42 cars fell short 132 pounds per car. About 50% of them showed evidence of recent repairs when they arrived at the unloading elevator, and 30% of them were still leaking.

Following this I examined 20 cars that had been loaded and were awaiting forwarding. 60% of them were either leaking or defective. They were repaired, and the average shortage was 92 pounds per car. If these repairs had not been made the losses no doubt would have been excessive.

The last lot of 17 cars were given special cooping before loading, and the shortage was 80 pounds per car.

I might add that the last two lots of cars arrived at the unloading elevator in good order.

It is self-evident that the car box plays an important part in many undiscovered losses, repairs being made in transit, or causes for loss not being apparent when cars are set for unloading. The leaks noted in this lot were all caused by car box defects.

Antwerp, Belgium, began official trading in grain futures Nov. 1. Up to this time cargo trades only were made.

We wouldn't be without the Grain Dealers Journal.—H. E. Bash, Mayflower Mills, Fort Wayne, Ind.

For the past ten years a committee known as the home-grown wheat committee has been conducting a series of experiments in England to test the suitability of foreign wheats for cultivation in Great Britain with a view of improving the wheat growing industry in the British Isles from a milling standpoint. The report for 1909-1910 shows that Australian, Indian, South African, Hungarian, Sudan and Russian wheats have not prospered in England and that the Squarehead Master and other leading English varieties have been the best, yielding more than even the Canadian varieties tried. The committee have decided that the introduction of foreign wheats will be of service chiefly for the purpose of crossing with native varieties.

Cobs

Oral arguments in the cotton pool case will be heard this week by the United States Supreme Court. This case furnishes a precedent on which evidence may be gathered for the prosecution of the holders of Chicago's visible wheat supply.

Establishing quotations at which others shall buy or sell, without actual sales and on the basis of bids or offers is the point involved in the proceedings contemplated by the government against the Chicago Butter & Egg Board, following an investigation by the Department of Justice some months ago. S. S. Borden, acting president of the Butter & Egg Board, on Nov. 6 was cited to appear before the Federal Grand Jury with the Board's books and rules.

Bucketshop legislation by Congress under which raids were made April 2, 1910, in seven different cities, is constitutional, according to the order of Justice Chas. Robb of the District Court of Appeals, reversing the decision of Justice Dan Thew Wright of the District Supreme Court, remanding Louis Cella, Angela Cella and Samuel Adler for trial on the charge of conspiring to conduct a bucketshop in the city of Washington and to have a string of offices in other cities.

A rice famine is imminent in Burma until the new crop is harvested. An official estimation of the number of acres of rice destroyed in Lower Burma by the heavy floods, places the loss at 363,000 acres, of which, probably, not over 100,000 acres will be replanted. The entire acreage of the export crop is 7,485,853, yielding about 2,500,000 tons but it is doubtful if there will be over 2,000,000 tons for export from the present crop. The demands from China, Java, the Straits Settlements and the Philippines have very nearly exhausted the rice supply now available for export. No rice is being shipped from Saigon or Bangkok, at present. The poorer classes are already suffering from the increase in price, on account of the shortage. A basket (75 lbs.) now retails at \$2.27, an increase of nearly 50%.

The chief wheat producing province in all China is Honan, supporting a wheat-eating population of 36,000,000 and making shipments to Shanghai and Hankow. Another province naturally adapted to wheat growing is Shansi, 1,200 miles farther in the interior by wagon road only, where wheat yields 40 bus. per acre and sells at 25 cents per bu., while eggs sell at 9 for 1 cent. The wheat growers both in Shansi and Shensi are generally obliged to borrow money in order to finance their crops. The prevailing rate of interest in these provinces is 2½ per cent a month, hence the farmers must dispose of considerable quantities of their crops at harvest time in order to repay loans. Those of the native population who have the capital buy up much of the wheat immediately after the harvest and hold it for a rise in price later in the year or for a bad crop the next year. To ship wheat from Chicago to New York by rail, a distance of 1,000 miles, costs 9 cents a bushel or \$3 a ton. At the rate charged in Shansi for transportation by carts, to ship wheat a distance of 1,000 miles would cost \$50. This comparison might well serve to show what railroads might do for the wheat industry of this section of the Empire.

CHANGES IN GRAIN RATES.

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Erie will make effective Nov. 13 rates on wheat, coarse grain and flaxseed, ex-lake Buffalo, N. Y., to Butler and Pittsburgh, Pa.

The Big Four makes a rate, effective Nov. 1, on flaxseed to Allegheny, Pa., and Buffalo, N. Y., from Chicago, 12c; to East St. Louis and St. Louis, Mo., 16c.

Colorado & Southern will make a rate, effective Nov. 20, of 13c from Des Moines, Ia., to Trinidad, Colo., on corn or oats; Raton, N. M., to Trinidad, Colo., 10c.

Illinois Central will make an 8c rate between Chicago and Staunton, Worden, Manix and Edwardsville, Ill., on wheat, corn, oats, barley and rye, effective Nov. 20.

Vandalia made effective Nov. 5 rates on wheat, corn and rye from Adenmoor, Ill., to Collinsville and St. Jacob, 2c; Altamont and Teutopolis, 1½c; Highland and Poca-hontas, Ill., 2c.

Missouri Pacific will make effective Nov. 21 from Kansas City, Atchison, Leavenworth and St. Joseph, to Hampton, Elwood, Zarleys, Coal Mines, Coal City and Pequot, Ill., 12c on wheat and 11c on corn.

Union Pacific made rates effective Oct. 25 from Northport, Nev., to Siding No. 1, Neb., wheat, 5.95c; corn, 5.10c; flaxseed, 7c; from the same point to McGrew, Neb., wheat, 6.80c; corn, 5.95c; flaxseed, 8c.

Santa Fe has announced rates, effective Nov. 28, from Medill, Okla., to Greenville, Tex., corn 17c; from Paris, Tex., to Fords, Ada, Parkell, Lantry, Lawrence, Fitzhugh and Roff, Okla., corn, 20½c; wheat, 24½c.

Ill. Cent. makes effective Nov. 10 a rate on grain from Auburn, Beechley, Pawnee, Sicily, Kincaid, Callaway and Volentine, Ill., to Cairo and Mounds, Ill., 8c; from Taylorsville, Ill., to Cairo and Mounds, Ill., 7c.

Union Pacific will make a rate effective Nov. 20 of 8½c on oats from Council Bluffs, Ia., Omaha and South Omaha, Neb. (when originating beyond) to Fort Riley. This rate applies only on shipments for the Government.

Santa Fe will make rates effective Dec. 5 from Minonk, Benson, Roanoke, Eureka, Washington, Cooper, Crandall, Morton and Groveland, Ill., to New Orleans, La., for export to Europe, Asia and Africa, corn 13½c; oats, 14½c.

C. & E. I. has made a rate effective Nov. 5 on wheat, from Carlisle, Elliston, Paxton, Plummer, Shelburn, Sullivan, Welsh and Worthington, Ind., when forwarded therefrom via the Great Lakes to Ontario and C. F. A. territory, 6c.

Union Pacific makes effective Nov. 10 rates from Grand Island, Neb., and rate points, to Milbrook, 25c; Centennial, 26c; Deerwood, 26c; Albany, 26c; Foxpark, 27c; Wyocelo, Wyo., 27c, and Northgate, Colo., 30c, on corn and corn chop.

C. & E. I. has made a rate in effect Nov. 6 on grain from Springfield, Starne, River-ton, Dawson, Buffalo, Mechanicsburg, Poor Farm, Lanesville, Illinois, Niantic, Har-ristown and Wyckles, Ill., to Terre Haute, Vincennes and Evansville, Ind., 7c.

Illinois Central will make effective Dec. 1 in ICC No. A-7690 rates on grain and grain products from stations in Illinois, Indiana, Wisconsin, St. Louis and Dubuque, Ia., to stations in Tennessee, Arkansas, Mississippi, Louisiana and Alabama.

St. L. & S. F. will make effective Nov. 11 a rate on wheat of 25c; corn, 23c; flaxseed, 33c; hemp seed, 36c; broom corn, 53c; from Victory, Okla., to Memphis, Tenn.; Cairo and Thebes, Ill., to New Orleans, La. from Victory, Okla., wheat, 33c; corn, 30c.

Rock Island will make effective Nov. 30 24½c on wheat and 21½c on corn to Mo-bile, New Orleans for export from Orchard, Aumann, Geuda Springs, Adamsville and Paxton, Kan., and ½c higher from Cox,

Palestine, Belle Plain, Sumpter and Waco, Kan.

Wabash made effective Nov. 4 a rate of 8c on hungarian, millet and flaxseed, and on wheat, corn, oats and barley 7c between Foristell, Mo., and St. Louis; between Foristell and Chicago 12½c on the seeds and wheat, and 11½c on corn and coarse grains.

Western Maryland made a rate on im-ported flaxseed Nov. 1 from Baltimore to St. Paul and Minneapolis of 38c; and Nov. 10 to Kansas City, Atchison, St. Joseph, Mo., 43c; to Omaha and Nebraska City, 46c; to Sioux City, 48c and to Sioux Falls, S. D., 50c.

Burlington will make effective Nov. 15 from Kansas City to Jackson, Miss., a rate of 23c on wheat and 21½c on corn, Omaha to Jackson, 1c higher; Nov. 16 from Atchison, Kansas City and St. Joseph, corn, oats and feed 21c, to Newport News and Norfolk, Va.

St. Louis & San Francisco will make rates Nov. 24 of 15c on wheat and 13½c on corn from St. Louis, East St. Louis, Carondelet, Mo., Granite City, Madison and Venice, Ill., to Quapaw, Okla., and from the same points to Miami and Tulsa, Okla., wheat, 15½c, and corn, 14½c.

Missouri Pacific will make rates effective Nov. 23, wheat, only, from Allentown, Mo., to Belmont, Mo. (proper), 14c; to Memphis, Tenn., Columbus, Ky., Bird's Point, Mo., Cairo, Ill. (proper), 14c; to New Orleans, Galveston, Texas City, Tex., and points taking same rates for export, 19c.

T., St. L. & W. has made, effective Nov. 1, a rate on cob meal from Greentown, Ind., to Terre Haute, Ind., 6c; grain and products, from East St. Louis, Ill., St. Louis, Mo., to Charleston, Ill., 6.9c; from Humrick, Mabel, Melwood, Metcalfe, Mor-timer, Ridge Farm, Silverwood, Watson, Ill., to Indianapolis, Ind., 7c.

C. Gt. W. has made effective Nov. 4 a rate on barley, corn, oats and rye, of 8c; wheat and articles taking the same rates, 9c, from East Dubuque, Ill. (originating at points east of the Illinois-Indiana state line), to Council Bluffs, Ia., Kansas City, Kan.-Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo.

Rock Island will make rates effective Nov. 30 from Acme, Okla., to Galveston, Texas City, Tex., when for export, broom corn, 62c; from Kansas City, St. Joseph, Mo., Armourdale, Leavenworth, Atchison, Fort Leavenworth, Kan., to Galveston, Tex., Mobile, Ala., New Orleans, Port Chalmette, Texas City, Westwego, La., wheat, 18½c; corn, rye, barley, oats, kafir corn, and shorts, 17½c.

K. C. Sou. will make rates in effect Nov. 21 on wheat, 10c; corn, 8c; linseed meal, 8c; flaxseed and millet seed, 13c; broom corn, 28c; between Kansas City, Mo.-Kan., and Leeds, Mo., and rate points and Joplin, Mile Post 151, Rex, Saginaw, Tipton, Ford and Neosho, Mo.; between the foregoing points and McElhaney, Mo., wheat, 10c; corn, 8½c; flaxseed and millet seed, 13c; linseed meal, 8½c; broom corn, 28c.

Chicago & Alton will make rates effective Nov. 19, wheat, 10c; corn, rye, oats, barley, 9c; flaxseed, 13c; millet seed, 12c; hemp seed, 16c, from Kansas City and points taking the same rates, when origin-ating beyond, to Cairo, Ill., Evansville, Ind. (when destined to southeastern ter-ritory). When destined to the Carolina territory the rates will be the same as above except, flaxseed, 14c; millet seed, 17c; hemp seed, 14½c.

Chicago, Burlington & Quincy will make rates effective Nov. 25 from Merrillan, Alma Center, Hixton, Taylor, Blair, White-hall, Arcadia and Dodge, Wis., to St. Paul, Minneapolis, Minnesota Transfer and South St. Paul, Minn., corn and articles taking same rate, 12½c; from St. Paul, Minne-apolis, Minnesota Transfer and South St. Paul, Minn., to Winona, Minn., East Win-on, Wis., flax shives, 4½c; flaxseed, grain, feed, mill stuffs, and screenings, from and to St. Paul, Minneapolis, Minnesota Trans-fer, Minn., 2c.

Rock Island will make rates effective Dec. 4 from St. Paul, Minneapolis, Minne-sota Transfer, Minn., to Acme, Okla., wheat, 29c; corn, 26c; from the same points to Nance, Stafford and Butler, Okla., wheat, 29c; corn, 27c; flaxseed, 45½c; al-falfa feed, 27c; hemp seed, 48½c; broom corn, 63½c, except between the above points and Nance, Okla., 66½c; from the above points to Acme, Okla., flaxseed, 43c; hemp seed, 46c; broom corn, 65c.

Lackawanna has made effective Nov. 1, applying at and east of Buffalo, N. Y., and Baltimore and Philadelphia, for export only; wheat, 5.2c per bu.; corn, shelled, 4.45c; rye, 4.95c; barley, 4.55c; oats, 3.5c; flaxseed, 5.2c; also applying at and east of Oswego, N. Y., to New York lighterage stations and points within lighterage lim-its of New York harbor, for export only; wheat, per bu., 6.55c; shelled corn, 4.75c; rye, 5.25c; barley, 4.75c; oats, 3.7c; flax-seed, 5.5c.

Burlington has made rates in effect Nov. 1 on wheat, from Duluth, Minn., Superior, Central Ave., Superior, East End, Wis. (originating at Hull, Minn.), to Chicago, Peoria, 10c; St. Louis and East St. Louis, 14c; flaxseed, between Chicago and St. Paul and Minneapolis, 17½c; wheat, barley and corn, southbound and northbound, 15c; wheat, from St. Paul, Minneapolis, and points taking the same rates to Kansas City, Mo., Leavenworth, Atchison, Kan., St. Joseph, Mo., 12c; to Nebraska City, Omaha, So. Omaha, Neb., Pacific Junc-tion, Council Bluffs, Folsom, Island Park, Ia., 11c; flaxseed, between Des Moines, Ia., and Peoria, Ill., 16c; wheat, 12c; corn, 11c.

Omaha Road has made rates, effective Nov. 1, from St. Paul, Minneapolis, Minne-sota Transfer, Minn., when originating be-yond, to Alton, East St. Louis, Granite City, Quincy, Ill., St. Louis, Mo., flaxseed, flaxseed screenings, flax bran, flax shives, flax refuse, flaxseed hulls and millet seed, 10.5c; wheat, 14c; barley corn, elevator dust, flour refuse, grain screenings, malt, malt refuse, malt sprouts, mill refuse, oats, oat clippings, oat hulls, rye and speltz, 10.5c; corn, rye, oats, barley and speltz, from Winona, Minn., to St. Paul, Minne-apolis, Minnesota Transfer, Minn., 10c; flaxseed, 12c; malt and malt sprouts, 7.5c; grain and products, from Duluth, Superior, Superior East End, Itasca, Wis., to Bes-semer, Mich., 10c; Amasa, Mich., 14.5c; Iron Mountain, Mich., 12.5c; Escanaba and Republic, Mich., 14.5c.

C., M. & St. P. made effective Nov. 1 a rate on wheat to Ft. Dodge, Ia., from Council Bluffs, Ia., of 9.8c; from Omaha and So. Omaha, Neb., 10.8c; grain and products between Chippewa Falls, Hast-ings, Lake City, La Crosse, Menominee, Wis., Minneapolis, Minnesota Transfer, Red Wing, St. Paul, Stillwater, Wabasha and Winona, Minn., and Alton, Granite City, Venice, Quincy, Madison, East St. Louis, Ill., and St. Louis, Mo., 14c; wheat, corn, rye, oats and barley, from Michi-gamme, Brown, Bessie Mine Junction, Humboldt, American Mine Junction, Dex-ter Junction, Greenwood, Stonewell, Win-throp Junction, Ishpeming, Negaunee, Mich., to Chicago, Milwaukee, Rockford, Freeport, Fulton, Rock Island, Ill., Platte-ville, Janesville, La Crosse, Wis., 18½c; Fond du Lac, Wis., 17c; Neenah, Wis., 13½c; Oconto, Wis., 9½c; Iron Mountain, Mich., 9½c; malt, from Red Wing, Minn., to Ottumwa, Ia., 11c; malt (made from barley originating beyond), from Duluth, Superior, Wis., to Chicago, Milwaukee, Ra-cine, Menasha, Wis., to St. Paul, Min-neapolis, Minnesota Transfer and Duluth, Minn., Cloquet, Superior, Wis., and points taking the same rates, 12.5c; flaxseed and grain screenings, from Red Wing, Minn., to St. Louis, East St. Louis, Granite City, Quincy, Ill., 16c; flaxseed hulls from Du-luth, Minn., Superior, Wis. (applies on shipments originating beyond), to East St. Louis, 11.5c; corn, rye, oats and barley, from St. Paul, Duluth, Minn., to East St. Louis, Ill., and St. Louis, Mo., 10.5c; grain products, originating beyond, from St. Paul, Duluth, Minn., to Chicago, Ill., 10c; Peoria, Ill., 10c.

Seeds

Timothy seed, 3 to 6 bus.; not cut soon enough.—Sanford Ziegler, Fairfield, Ia.

Joseph Kosek, seed expert of the Minnesota Seed Co., New Ulm, Minn., was married recently to Miss Marie Huss.

New York reports 2,116 bags of clover seed, including white, crimson and alfalfa imported last week. Timothy exports were 5,871 bags.

London, Eng.—The new clovers are now on the market. All reds, whites, alsikes and trefoils find ready buyers.—John Picard & Co.

The prospect for clover seed Nov. 1, according to the report of the Ohio Dept. of Agri., is placed at 50%. The acreage of alfalfa is placed at 88%, compared with last year.

The suit of Rosenberg & Lieberman of Milwaukee, Wis., against T. M. Olson of Strum, Wis., on account of a purchase of 50 bags of clover seed by the former, resulted in judgment for defendant.

The Southern Seed Co. has been incorporated at Indianapolis, Ind., to deal in seeds and agricultural supplies. The capital stock is \$25,000; incorporators, J. H. Spencer, R. P. Dawson and E. C. Foltz.

Duluth received in October 1,123,111 bus. of flaxseed and shipped 979,510 bus. compared with 837,965 bus. received and 613,653 shipped in the same month last year.—Chas. Macdonald, sec'y Board of Trade.

Minneapolis received in October 1,211,930 bus. of flaxseed and shipped 223,040 bus., compared with 1,529,820 bus. received and 206,510 shipped in the same month last year.—John G. McHugh, sec'y Chamber of Commerce.

Rosenberg & Lieberman & Feelyater have built to their warehouses at Columbus, Wis., so the capacity is now double, and they intend building next year to again double the capacity. Garden peas are largely handled here.—A. R. Lieberman, Milwaukee, Wis.

Milwaukee received 33,600 bus. of flaxseed during October, compared with 21,600 bus. received the same month last year. Shipments in October, 1910, were 12,000 bus., no shipments being made this year in that month.—H. A. Plumb, sec'y Chamber of Commerce.

October clover seed expired without any fireworks at Toledo. Some shorts covered and sold December. Receipts large, partly prime. They are expected to be smaller. More wet weather. Speculation quiet and market sensitive. December is next delivery day. No trade in November, but there will be some in cash each day.—C. A. King & Co.

The domestic clover seed situation was never more bullish. The trade is beginning to wonder what has become of the mammoth seed which was conceded to be a fair crop. Surely present prices would have drawn out any surplus unless the owners figured that they would need it at home next spring. A year ago the trade was talking about the poor quality of samples received from abroad, and they are talking the same again this year. However, there has probably been considerable of it but which will reach this market soon. While a great deal of it will not grade on account of the large sprinkling of buckhorn in it, at the same time it will fill many holes. Bulls, how-

ever, figure that a great deal of seed will have to be brought into this country. Latest advices from our correspondent in Hamburg, dated Oct. 19, state that their market experienced a considerable advance, due to the purchases from this side. They state that this has materially reduced available stocks, and reports from several producing sections say that most of the crop has already been sold.—J. F. Zahm & Co.

The flaxseed crops of 1911-12 are estimated by the Brussels correspondent of Dornbusch as 1,220,000 tons for Argentina, 550,000 tons for India, 150,000 tons for Canada and 130,000 tons for Russia, the United States being judged to have produced enough for home consumption, leaving an export supply of 2,050,000 tons, which is in excess of requirements.

Baltimore received in October 1,351 bus. of timothy seed, but no clover seed, compared with 1,781 bus. of timothy and 1,562 bus. of clover seed received in the same month last year. October shipments included 546 bus. of clover and 842 of timothy seed against 448 bus. of clover seed and no timothy seed shipped in Oct., 1910.—Jas. B. Hessong, sec'y Chamber of Commerce.

Hamburg Germany.—Germany will make a better crop of clover seed than last year, as owing to the very small growth the farmers decided to let the fields go to seed instead of cutting for hay, but the import is bound to exceed the export. France anticipates a relatively small yield, perhaps not over 25 per cent of an average.—R. Liefmann Sons Successors.

The "History of Clover Seed" is interestingly related in the 28-page Bulletin No. 3, issued by Orlando L. Martin, commissioner of agriculture, Plainfield, Vt., and compiled by Alma L. Carpenter. Clover seed production in Vermont, its discontinuance and the rise of new centers of production in the western states is described and statistics are given of crops and exports.

A story is being circulated that Professor Stevenson of the Iowa Agricultural College is investigating red clover for the reason that it is not producing seed satisfactorily, and that artificial methods of pollination may be introduced to oust the bumblebee from his duty of fructifying. Crediting the poor yield of seed to failure of the bumblebee to fertilize the blossoms shows lack of knowledge of the cause of the poor crop, which was hot weather in midsummer. The bumblebee was there, but the stand of clover was not, for him to work upon.

The Ottawa laboratory during the past month received and tested 227 samples of seed, 94 sample of which were alsike and 62 timothy seed. Most of the farmers' lots of alsike seed, being unclean, could not be graded, and only a small proportion of the best re-cleaned samples are being graded No. 1 under the new Seed Control Act. All the few samples of red clover seed which have come to hand from this year's crop are of good quality and the seed will grade No. 1 and No. 2, an occasional sample going Extra No. 1.—G. H. Clark, seed commissioner of Canada.

The per cent of Michigan's acreage of clover seed harvested, compared with average years, is 64 in the state and northern counties, 61 in the southern, 69 in central counties and 81 in the upper peninsula. The average yield per acre is 1.49 bus. in the state, 1.39 in southern counties, 1.68 in central, 1.64 in the northern counties and 2 bus. per acre in the upper

peninsula. Estimated acreage of beans is 438,858 acres, 73,500 of peas and 144,412 acres of clover seed; yields: 5,266,296 bus. of beans, 882,000 of peas and 215,174 bus. of clover seed.—Frederick C. Martindale, sec'y of state.

Clover seed wobbles a little as the speculative demand varies. It may until the holidays. Eastern buyers will wait until they need the actual seed, unless prices drop enough to encourage them to anticipate their wants. The amount imported from abroad will have an important bearing. December shorts are mostly foreigners and hedgers. Will they find it easy to deliver the prime? Rains hurt the quality and destroyed some seed. The largest longs appear stubborn. They are playing on deep velvet. Some of them travel over Ohio and Indiana, and think they see fourteen-dollar seed coming. It will hardly arrive this month. Timothy seed has been asleep. Longs stubborn. Receipts and offerings small.—C. A. King & Co.

Orchard grass is the earliest grass to start growth in the spring, furnishing excellent grazing at a time when the need is greatest. It grows rapidly and remains green all summer, though its growth is checked during the hottest weather. With the first fall rains it renews its vigor and makes unusually fine pasturage throughout the winter. It is strongly drouth-resistant, withstands trampling well and can be grown in almost any soil or climate where other grasses thrive. Orchard grass is well adapted for use in combination with red clover, as both plants ripen at the same time. It is a valuable constituent in mixtures with other grasses for permanent pastures, and its rapid growth assures good grazing the first season.—Louisville Seed Co.

Toledo received during October 4,770 bags of clover seed; 1,275 bags of alsike seed and 817 bags of timothy seed, and shipped 1,273 bags of clover seed and 40 bags of timothy seed. In October, 1910, 13,258 bags of clover seed were received and 1,636 shipped as reported by A. Gassaway, sec'y Produce Exchange. During the week ending Nov. 4 Toledo received 1,670 bags clover seed, compared with 915 bags for the same week last year. No shipments were made this week, while 674 bags were shipped in the corresponding week of 1910. The receipts of clover seed for this season are 15,079 bags, and shipments 2,744 bags, compared with 27,463 bags received and 3,900 bags shipped during the season of 1910. Receipts of alsike seed this season amount to 5,500 bags, compared with 6,000 bags last season.

Receipts of seed at Chicago during the week ending Nov. 4 included 884,100 lbs. of timothy seed; 13,200 lbs. of clover seed; 164,000 lbs. of other grass seeds and 24,500 bus. of flaxseed; compared with 653,000 lbs. of timothy seed; 93,600 lbs. of clover seed; 368,300 lbs. of other grass seeds and 26,500 bus. of flaxseed received in the same week of 1910. Shipments included 311,000 lbs. of timothy seed, 18,200 lbs. of clover seed; 272,900 lbs. of other grass seeds and 3,200 bus. of flaxseed; compared with 82,900 lbs. of timothy seed; 118,800 lbs. of clover seed; 323,700 lbs. of other grass seeds and 5,200 bus. of flaxseed shipped in the corresponding week of 1910. Inspected receipts of seeds at Chicago during October included 2 cars of flaxseed, compared with 12 cars received in Oct. 1910. Shipments during October were 52,000 bus.; against 25,300 in October last year.

Canadian Seed Standards.

The new pure seed law of Canada fixes four grades for red clover, alsike, alfalfa and timothy seed, and all seed sold for seeding purposes by seedsmen must be plainly labelled with the grade. Any seed not grading No. 3, which is a higher standard than the old prohibitive line of five noxious weed seeds per thousand of good seed, is prohibited from sale. The following are the standards for freedom from weed seeds:

Red Clover, Alfalfa, Timothy.		
Grade—	Noxious weed seeds, per oz.	All weed seeds, per oz.
Extra No. 1.....	5	30
No. 1.....	10	100
No. 2.....	20	200
No. 3.....	30	400
Alsike.		
Extra No. 1.....	10	30
No. 1.....	20	100
No. 2.....	40	200
No. 3.....	160	400

In addition to the standards for freedom from weed seeds, standards for purity in other respects and general appearance are fixed for Extra No. 1, No. 1, and No. 2. Double the number of noxious weed seeds are allowed in alsike on account of the greater difficulty in cleaning this seed.

Canadian Seed Crop.

Information as to the supply of home-grown seeds for the 1912 crop is more definite and on the whole more encouraging than a month ago.

A further inspection of the alsike seed crop in the principal producing districts shows that the results from threshing this year will considerably reduce our former estimate of the total output from Ontario. The general quality is inferior and the seed contains a considerable proportion of white clover. From the information obtained from the districts just visited and the samples procured, it is doubtful whether our alsike crop this year will exceed 50 per cent, or at most 55 per cent, of a normal crop.

The high prices offered for good quality red clover seed have induced farmers to gather seed from fields that would not be considered worth cutting under normal conditions. The red clover heads, wherever found, are well filled with seed, and the yields per ton from a few lots already threshed in different districts are unusually large. Our former estimate of a total output of red clover seed was 25 per cent of a normal crop.

We have been advised of quite large areas of timothy saved for seed in eastern Canada. While a good deal of this seed cannot be made to grade No. 1 the greater part of it will be available for the retail trade. The very high price for tim-

othy seed is due largely to a shortage in the seed-producing centers which supply the Chicago market. Nine dollars per bushel for timothy seed is a price that few farmers can recall, and their purchases this year are not likely to be very extensive. A great deal of perennial rye grass and orchard grass will doubtless be used to supplement timothy. —Geo. H. Clark, seed commissioner, Ottawa, Ont.

From the Seed Trade.

H. J. Merthe, Huron, O.: The clover seed crop will be very light, tho the amount of the entire yield is uncertain at this time. We have no timothy seed in this immediate neighborhood.

D. I. Bushnell Co., St. Louis, Mo.: We expect a good demand for all kinds of seed this spring. Very little seed, if any, was carried over from last year. The most popular crops, such as timothy, red clover, etc., did not turn out very well, and on this account timothy seed is higher today than it has been in the last thirty years. Red and white clover as well as bluegrass also commanding high prices.

S. J. Smith Seed Co., Shortsville, Ontario Co., N. Y.: New York depends almost entirely on Western grown seeds. Very little clover, alfalfa or alsike seed was carried over and as hay was high here there was very little saved for seed. The dry weather greatly damaged new seeding last spring and many farmers neglected sowing on account of the high price of seed. The price of all seeds will probably be advanced this spring from last spring's prices.

O. Gandy & Co., South Whitley, Ind.: The condition of the growing crop of clover and other seeds is good, in fact, could not be better. The acreage is large and the stand, from reports we get, seems to be good, which we believe will have some tendency to restrict the demand in the spring. The farmers in this section have saved a large quantity of timothy seed, in fact, the Eastern section seems to have the largest crop of seed for sale that we have known in years. There is quite a little timothy yet to be hulled.

W. H. May & Son, Alexandria, Va.: The timothy seed sown here this fall was only about 50 per cent of the usual quantity, on account of the high prices prevailing. We have had very favorable weather thus far and timothy and wheat have come up well and are looking fine. The only crop of field seed raised in this locality was orchard grass, of which there was a good supply; and while some of it was sold to dealers, most of it was sold

by farmer-growers direct to other farmers. It brot much better prices than is usual for home-grown seed. Very little was carried over by dealers from last season.

T. W. Wood & Sons, Richmond, Va.: Virginia produces only a small amount of grass seeds. In some seasons we have good crops of tall meadow oat grass, red clover and orchard grass. The past season has given us no yield whatever of red clover, and a rather short crop of orchard grass and a very short crop of tall meadow oat grass. This section is particularly adapted to growing cow peas, soja beans and legumes of that character, and a "good to heavy" crop is promised. Reasonable prices should prevail. Very small stocks of timothy, clover and alsike have been carried over in the East. Importations from Europe, both of red clover and alfalfa, promise to be exceedingly heavy this season.

KAFIR CORN CARNIVAL.

Butler County, Kansas, is the banner county of the world for kafir corn and glories in the fact. Very appropriately its citizens last month held a kafir corn carnival at the county seat, El Dorado, last month. The display was arranged after the order of street fairs. Booths were on both sides of the street with displays from the different townships in the county, the exhibits of several counties being shown in the engraving herewith.

A prize of \$50 was given for the best display of kafir corn; \$5 for the best individual display from each township of the best 20 heads of kafir corn.

Unique designs were worked out in kafir corn. One township had a booth in which the floor, walls and ceiling were made of the threshed corn. Stars, bells, flags, steers and sunflowers were artistically formed.

Each day a parade was given in which the kafir corn queen and her eight maids of honor rode in a kafir corn decorated float. The principal parade was of the school children and automobile procession, thirty machines from Augusta being the leading feature, all bearing banners stating that the first car of kafir corn ever shipped on the market had been shipped by J. C. Haines & Co., grain dealers of Augusta, Kan. Governor Stubbs and other prominent men were among the speakers.

Butler County now has 100,000 acres in kafir corn, and the yield will be over 3,000,000 bus. This year the county will ship 2,000 cars of kafir.



Kafir Corn Carnival at El Dorado, Kansas, Oct. 19-21, 1911.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Walter Brown of the Farmers Grain Co. has been admitted to membership in the Board of Trade.

CALIFORNIA.

Fort Jones, Cal.—E. A. Cohn, E. W. and Joseph Petera of the Scott Valley Land Syndicate are urging the location of an alfalfa mill at this point. They estimate that nearly 200,000 acres of land in Scott Valley are better adapted to the raising of alfalfa than anything else, and sufficient could be supplied for a large mill. They have communicated with alfalfa mill operators in other parts of the country and some have offered to build a mill here on stipulated conditions.

CANADA.

Brooks, Alta.—The Alberta-Pacific Eltr. Co. is building an eltr. here.

Estevan, Man.—The Eastern Farmers Eltr. Co. is now in bailiff's hands.

Virden, Man.—Herbert Brine, an employee in the government eltr., was killed recently when a weighing bin gave way while he was on a ladder beneath it.

Laura, Sask.—The eltr. of the Goose Lake Grain & Lbr. Co., that collapsed at noon of Oct. 19, slid over without any warning and piled 30,000 bus. of grain on the tracks of the C. N. R.

Winnipeg, Man.—Alexander Cavanagh, in the grain business in Winnipeg many years and last year represented the Continental Grain Co., will have charge of the western commission business of Parrish & Heimbecker.

Regina, Sask.—E. T. Estlin, formerly chief engineer of the Manitoba Eltr. Commission, it is said, will be appointed supervisor of construction for the Saskatchewan Grain Growers Eltr. Commission, with headquarters at this point.

Nanaimo, B. C.—The Vancouver Mfg. & Grain Co. has acquired an interest in the Nanaimo Grain & Feed Co., of which J. N. Addison of this place retains the controlling interest. The new firm has built a warehouse on the water front.

Meaford, Ont.—In an appeal by the defendants in the case of the Meaford Eltr. Co. vs. Playfair from judgment rendered last February, awarding the plaintiff \$5,700 damages for breaking the marine leg of its eltr., caused by alleged negligence on the part of those in charge of the steamers Mount Stephen and Kinmount while the Mount Stephen was being unloaded, judgment was reserved at the recent hearing.

Winnipeg, Man.—After announcing that they would not receive or store tough grain only at owner's risk, the terminal eltr. companies posted notice on the trading floor of the Winnipeg Grain Exchange stating that they "reserve the right to dry tough grain at any time and after the close of navigation the tough grain will be received for storage without treatment except for direct transfer." Tough grain will only be received subject to shrinkage of 1 per cent for moisture.

Winnipeg, Man.—The Grain Standard Board recently fixed the grade of No. 4 wheat for the crop year of 1911-12, with little variation from the present grade of No. 4 with the intention of making this as nearly a permanent standard as possible, considering the condition of wheat in various years. The board spent an hour in the board room of the Winnipeg Grain Exchange discussing the matter of No. 2 feed wheat and, after deliberation, has decided not to make an additional grade of feed wheat as Nos. 5 and 6 have

been slightly lowered and all wheat not fit to be classed as straight "feed" will be taken care of in these grades.

Winnipeg, Man.—The entire eltr. capacity of this province, exclusive of government eltrs., is estimated at about 23,000,000 bus. and that of the government system at 5,500,000 bus. The demand for eltr. room is evidence of increased acreage under cultivation this year in Manitoba. Since the opening of the grain season early in September the eltrs. in the central and southern portions of the province have been crowded, altho during the summer the eltr. commissioners made special efforts to have as many of their eltrs. remodeled as possible. As a result at least one of the remodeled government eltrs. is in operation at each of some 50 different points in the province, with double the bin capacity they formerly had. The Manitoba commissioners have already handled about 4,000,000 bus. of wheat thru the government eltrs., about three times as much as they handled in the same time last year. As the late season delayed threshing the commissioners expect the demand on their eltr. capacity to continue until the end of the calendar year.

COLORADO.

Kersey, Colo.—We have retired from the business.—E. W. Burke, former mgr. Kersey Feed Co.

IDAHO.

Lewiston, Ida.—M. H. Houser, a grain dealer, has brot suit against farmers to recover \$15,000 for failure to fulfill grain contracts. He charges that the defendants contracted to deliver barley to him but that after the price went up they refused to make delivery.

ILLINOIS.

Arthur, Ill.—A. F. Davis has succeeded C. E. Davis.

Steeleville, Ill.—Owners of the flour mill will build an eltr.

Chrisman, Ill.—Oscar Jones has succeeded the Hartley Eltr. Co.

Rosemond, Ill.—H. H. Moxley has succeeded Brown & Moxley.

Malta, Ill.—Wm. D. Blair has made extensive repairs at his eltr.

Dalton City, Ill.—C. E. Davis has succeeded the Farmers Eltr. Co.

Grand Chain, Ill.—The Pulaski County M. & Eltr. Co. has been dissolved.

Bondville, Ill.—Hitch & Kirk will install an automatic scale in their eltr.

Wenona, Ill.—We have just painted both our eltrs here.—Taggart & Stottler.

Champaign, Ill.—The Cleveland Grain Co. will take down its old eltr. and build new.

Moweaqua, Ill.—We succeeded the Andrews Grain Co. July 1.—Andrews & Adams.

Pawnee, Ill.—Twist Bros. will install two Hall Signaling Grain Distributors in their eltr.

Padua, Ill.—A. H. Walker & Son are installing a Nat'l Automatic Scale in their eltr.

Del Rey, Ill.—We are putting 2,000-bu. automatic scales in our new eltr.—Maddin Bros.

Walnut Grove, Ill.—I have installed an 8-h. p. International Gasoline Engine.—A. Ford.

Randolph, Ill.—We have just completed a new corn crib near our eltr.—Martens Bros.

Flanagan, Ill.—We have just repaired the brick chimney of our engine house.—Locker Bros.

Lexington, Ill.—A. P. Schantz of the Lexington Grain Co. is enlarging his grain office.

Pekin, Ill.—The Turner-Hudnut Co. has increased its capital stock from \$125,000 to \$250,000.

Vermillion, Ill.—Rudy & Co. have remodeled their eltr. at this point.—W. M. Givens, agt. R. & Co.

Champaign, Ill.—I am not connected with the Enterprise Grain Co. in any way.—M. L. R. Tankersley.

Springfield, Ill.—Frank Wiedlocher is equipping his eltr. with B. S. C. Chain Drags and Feeders.

Piper City, Ill.—Geo. D. Montelius will leave soon for the South, where he intends to spend the winter.

Henning, Ill.—Farmers have organized a company to build an eltr. here. C. C. White will manage it.

Hendrix sta., Bloomington p. o., Ill.—The Hasenwinkle Grain Co. is installing a new wagon scale at its eltr.

Mackinaw, Ill.—We are installing an automatic scale in our eltr. Thos. Blair, Mgr. Mackinaw Grain & Stock Co.

Holder, Ill.—Mr. Tuttle, formerly of Tuttle & Outlaw of Saybrook, has purchased the eltr. here of J. C. McCord.

Henry, Ill.—The eltrs. here and at Sparland of W. W. Dewey & Son are being remodeled by O. P. Hiatt & Co.

Edinburg, Ill.—C. E. Hedges of Pana, Ill., has succeeded O. H. Rink, resigned, as mgr. for the Farmers Grain Co.

Bucks Road Sta., Wapella p. o., Ill.—Pruett & Arnold contemplate installing an automatic scale in their house here.

Lilly, Ill.—Walker, Vremont & Sparks have purchased the eltr. of H. W. Jefferson & Co. Thos. Rickett is their agt.

Cerro Gordo, Ill.—William Lyons, formerly in the grain business here and well known locally, died recently, aged 67.

Rook Creek sta., Pontiac p. o., Ill.—A home is being built for James McMann, mgr. of the eltr. of the Farmers Eltr. Co.

Florence Station, Ill.—The Graham Bros. Co., has let the contract for the erection of an eltr. The old one has been torn down.

Ogden, Ill.—The Zorn Grain Co. is installing loading spouts at its eltrs. here and at Rumpier sta., Ogden p. o., Ill.—A. E. White.

Wapella, Ill.—We have built an iron-covered storehouse adjoining our eltr. for cement and mill feed.—Harry Scott, Scott & Thorpe.

Fairdale, Ill.—Stanbury & Woodward are remodeling their east eltr., adding 14 ft. to the top and lowering the pit under the scales.

Monmouth, Ill.—We are putting in a new boot and giving our eltr. a general overhauling.—E. R. Rankin, agt. Bartlett Grain Co.

Midland City, Ill.—I have sold my eltr. at this point to Geo. M. McElhiney and he has taken possession.—J. T. Gelsthorp, Beason, Ill.

Farmington, Ill.—The Farmington Lbr. & Grain Co. has bot a site on which to build an office for the eltr. it is planning to erect next spring.

Heyworth, Ill.—The 40,000-bu. oat-bin addition to the eltr. of the Hasenwinkle Grain Co. has just been completed by the Newell Construction Co.

Decatur, Ill.—The Decatur Traffic Buro has been organized to protect and promote Decatur's shipping interests. Wilbur Humphrey is pres.

Peoria, Ill.—John Thode has recently taken offices in the Board of Trade Bldg., where he will conduct a grain commission business.—A. R. B.

Sidney, Ill.—Porterfield Bros. have sold their grain business to Mr. Scott of this place, with immediate possession.—A. H. Edwards, Champaign, Ill.

Mackinaw, Ill.—The new firm of Walker, Vremont & Sparks has succeeded Puterbaugh, Walker & Co. B. H. Hoffman is mgr.; headquarters here.

Dwight, Ill.—Austin Gibbons will succeed the Dwight Grain Co., Jan. 1, and will replace the gasoline engines with electric motors.—Frank Gibbons.

Pana, Ill.—Hawcker & Son's new concrete warehouse with 8-ft. concrete basement for hay and fruit is being erected by the Wenholz Construction Co.

Tiskilwa, Ill.—H. E. Curtis is having his eltr. repaired and remodeled and is installing new dumps and elevator legs. O. P. Hiatt & Co. are doing the work.

Springerton, Ill.—The Springer Eltr. Co. incorporated by C. R., Rhoda, T. E. and Goldie Mae Barton; capital stock, \$5,000; will deal in grain, hay and field seeds.

Clarence, Ill.—The new eltr. of the Frederick Grain Co., replacing that burned, will soon be ready to receive grain. The B. S. Constant Co. furnished the machinery.

Rollo, Ill.—Work has been started on a 15,000-bu. eltr. for Alvin Kaminky. He will use his old building until the new is completed and then tear the old one down.

Fairbury, Ill.—Grain dealers of this point have not shipped a car of new oats this year and are storing between 200,000 and 250,000 bus. for farmers and themselves.

Middleworth, Ill.—Fred W. Moberley of Windsor has bot the property of the Shelbyville Grain Co. here and at Henton, Ill.; will have his headquarters at Shelbyville.

Du Bois, Ill.—John Holbrook has enlarged his eltr. and installed new machinery. C. A. Corgan, who has been with Mr. Holbrook for the last five years, manages the house.

Tremont, Ill.—H. L. Schmutz manages the eltr. of the Tremont Mutual Grain Co. that formerly belonged to Moschel, Dodds & Co., who are now entirely out of the grain business.

Swygert, Ill.—A Mr. Branchford has succeeded V. Thompson as mgr. of the eltr. here of the Pontiac Farmers Grain Co.—Geo. Brunskill, mgr. Pontiac Farmers Grain Co.

Fairbury, Ill.—The Farmers Grain Co. of Fairbury incorporated by G. B. Grouch, J. B. Scherz, B. W. Danforth and T. J. Cox; capital stock, \$20,000; will deal in grain and farm products.

Owaneco, Ill.—J. O. Barrett's eltr. on the B. & O. R. R. is being overhauled and dumps lowered. Chain feeders and two new legs will be added by the Wenholz Construction Co.

Ashland, Ill.—The Elmore-Schultz Grain Co. incorporated by W. A. Thomson, John Schultz, V. C. Elmore and M. J. Murray; will do a general commission business; capital stock, \$50,000.

Shelbyville, Ill.—Fred W. Moberley of Windsor will move his family here where he can be conveniently located to attend to the eltrs. he recently purchased at Henton and Middleworth.

Reading, Ill.—My new 35,000-bu. eltr. will be 27x33 ft. with an 11-ft. driveway, 45 ft. high to the square and 60 ft. high completed; all first-class machinery, 15-h. p. engine.—John Bowlin.

Rankin, Ill.—J. E. Tjardis has returned from the Chicago hospital, where he went to get a chicken bone removed that had lodged in his throat, a very painful ordeal and for a time dangerous.

Bushnell, Ill.—A helper in the employ of G. L. Weirather recently fell from a ladder while opening a car. His arm was so badly cut by a splinter that several stitches were required to sew it up.

Bolivia, Ill.—We have made extensive improvements at our eltr., installed new scales, put in a new concrete and lumber drive and are painting eltr. and warehouse.—Bolivia Farmers Grain Co.

Viriden, Ill.—We are building a new office, installing a wagon scale and automatic scales and getting our eltr. in fine shape to handle the new corn. Wheat has just begun to move.—Viriden Grain Co.

New members of the Illinois Grain Dealers Ass'n recently admitted are: Kime & Gibson, Nilwood; Conlin Bros., De Kalb;

Mulligan Bros., Capron; and R. W. Noble of Bethany, Ill.—S. W. Strong, sec'y.

Darrow sta., Sheldon p. o., Ill.—We are building a 20,000-bu. addition to our eltr. here, of cribbed construction, ten 2,000-bu. bins. B. S. Constant is doing the work.—Geo. W. Brainard, mgr. Darrow Farmers Grain Co.

Clinton, Ill.—Work has begun on the new 20,000-bu. eltr. for W. T. Lane of Lane, Ill., who has conducted a grain business there for years. He will move his family here the latter part of January and take charge of his eltr. himself.

St. Jacob, Ill.—A 90,000-bu. reinforced concrete eltr., 44x44 and 108 ft. high, has just been completed for the Valier & Spies Mfg. Co. by the Macdonald Engineering Co. Equipment includes a 90-ft. Constant Safety Ball Bearing Man-lift.

Fithian, Ill.—Samuel Hart, the stock buyer, has bot the old Holt eltr. for \$250 and will tear it down, but will move the office and scales to the stock yards. This landmark was used until a few months ago, tho long considered a fire trap.

Colfax, Ill.—Robert W. Leetch, former mgr. of the Cooksville Grain Co., has succeeded H. B. Rowe as mgr. for the Colfax Grain Co. and will move his family here. Mr. Rowe is now buying for the Beach-Wickham Grain Co. at Streator.

Lincoln, Ill.—The Chicago & Alton R. R. Co. has appealed the case of Harts vs. the C. & A. R. R. Co., wherein the complainant obtained a judgment against the defendant corporation for \$46,000 for burning the plant of the Gordon Grain Mill & Eltr. Co.

Pana, Ill.—George F. Barrett's new 30,000-bu. eltr. on the I. C. R. R. has been completed by the Wenholz Construction Co. and is handling grain. Power is supplied by a 30-h. p. Wagner Electric Motor. The eltr. cost about \$9,000 and replaces the one burned July 23.

Savanna, Ill.—Work has been stopped on the eltr. the Neola Eltr. Co. is having erected near that of M. A. Law until plans for the new house can be altered. If present plans were carried out the building under construction would cut off Mr. Law's driveway.

Oneida, Ill.—The Farmers Eltr. Co. has arranged to purchase the eltr. of George S. Dole, which it has operated under lease, and take possession Jan. 1. It will remodel the building and increase the elevating capacity. It is now making improvements and is building an addition to the office.

Ashley, Ill.—John Holbrook has remodeled the eltr. he purchased, which formerly belonged to the late J. P. M. Harrison and was operated for some time by Palmer & McKee, and has installed a Clipper Cleaner, automatic scales, a turn head and has made other improvements to bring the house up to date.

Avon, Ill.—George S. Dole has razed his old house here and is building a 16,000-bu. eltr. to replace it. He has also been engaged in other enterprises, as on his recent return from Canada he brot a wife home. He is well known in the grain business thruout western Illinois and is receiving congratulations from various sources.

Frankfort, Ill.—My new 20,000-bu. eltr. is almost completed. It stands on concrete foundation and is 22x32 and 48 ft. high with 12-ft. drive alongside. Equipment includes an automatic weigher and dump and a 12-h. p. gasoline engine in a brick engine house. The eltr. is located on E. J. & E. right-of-way and replaces the one burned July 15.—C. J. Meyer.

Humboldt, Ill.—J. M. Ernst filed voluntary petition in bankruptcy Oct. 23; assets \$28,000, liabilities not over \$35,000. He has been in the eltr. business here about 15 years, has the eltr., which is heavily encumbered, owns his home and warehouse here and land in Oklahoma. He has been one of the leading citizens and people here sincerely hope his difficulties can be adjusted.

Under authority conferred upon it by the state R. R. act of July 1, the Illinois R. R. and warehouse commission held a meeting in Chicago, Nov. 9, to act on the application of the Illinois freight committee for an order permitting tariffs to be issued in relation to the long and short haul clause. The new law empowers the commission to regulate and equalize such hauls.

Lowder, Ill.—The Hairgrove & Shearburn Eltr. Co.'s new 25,000-bu. eltr. on the C. B. & Q. R. R. has been completed by the Wenholz Construction Co. Power house, 5 dumps and basement are of concrete. Equipment includes 2 legs with 14x7 buckets, Western Pitless Sheller and 1,000-bu. Western Gyrating Cleaner, a 1,000-bu. automatic scale and a 30-h. p. Field Gasoline Engine.

Watseka, Ill.—A. M. Eastburn & Co. of Eastburn sta., Sheldon p. o., Ill., has filed suit against Joseph Eastburn of Watseka to recover \$1,000 for failure to deliver 2,700 bus. of corn, for which a contract was made by telephone in June on 30 days delivery, but, it is alleged, that conversation was afterwards held in regard to the transaction. The plaintiff charges that the defendant made no delivery of the corn and afterwards sold it to the Watseka Farmers Grain Co.

Havana, Ill.—We are building a 38x50 ft. eltr., cement basement 15 to 23 ft. deep, 2x8 and 2x6-in. cribbing 65 ft. deep, cupola 30 ft. above. Machinery all new; three 40-h. p. motors, sheller, combined cleaner, car puller, four dumps, automatic scales and power grain scoops. Also building an annex, 14x38 ft., for seed warehouse attached. Frame all up, to be completed by Nov. 15.—McFadden & Co.

Doran, Ill.—The eltr. of the Farmers Grain Co. of Dorans burned early in the morning of Nov. 7; loss, estimated by Manager M. M. Wright, \$20,000; insurance, \$12,500 on building and \$2,500 on contents. He says the plant will be rebuilt at once. Meantime a temporary shed will be built and a sheller installed so business can be resumed within a week. Circumstances indicated incendiary origin of the fire, which was discovered soon after midnight in a corner of the building. One of the windows in this corner had been broken out.

Springfield, Ill.—The Managers Ass'n of the Springfield District of Farmers Eltr. Companies was organized in this city Oct. 28. It plans to meet twice a year. The next regular meeting will be held the second Saturday in June and the annual meetings will be held the last Saturday of each October. The president may call special meetings. This district embraces almost all of the state east of the Illinois River. C. R. Taylor of New Berlin was elected pres.; H. C. Roberts of Illiopolis, vice pres.; F. W. McLaughlin of Philadelphia, sec'y-treas. Pres. Taylor was the principal speaker during a discussion of crop conditions, in which it was declared that Illinois had not produced such a poor crop of corn in many years. Five weeks of steady rain caused enormous damage and left standing corn with ears rotten and often covered with sprouts.

CHICAGO NOTES.

The Board of Trade Club gave a dinner at the LaSalle Hotel on the evening of Nov. 9.

The rate of interest upon advances on consignments for the month of November has been set by the finance committee at 5½ per cent per annum.

Columbus A. Orvis, a pioneer in Chicago's grain trade, died at his home, Oct. 24, aged 82. For years he was a close personal friend of B. Peters Hutchinson, widely known as "Old Hutch."

Stuart Logan was admitted to partnership in the firm of Logan & Bryan, Nov. 1, after a thoro training in financial and commercial matters. He had charge of the Logan & Bryan office at Mackinac last summer. He is the son of Frank G. Logan who founded the firm, from which he retired ten years ago.

The Board of Trade Mutual Benefit Ass'n will be paid \$2,000, the full amount of the bond, by the company that bonded its former sec'y. Martin D. Stevers, charged with embezzling \$6,537 of funds of the Ass'n.

W. P. Anderson reports that he received, Oct. 30, the first car of new No. 3 yellow corn at this market this year. It came from Indiana, tested 18.8 per cent of moisture on resampling and sold for 71½¢ per bu. in open market.

Dana Slade, Sr., many years a member of the Chicago Board of Trade and prominent as a receiver of grain, died at his home in Hinsdale, Ill., Nov. 7, aged 85. He had been in the grain and hay trade nearly 50 years but retired from active business a few years ago.

While Chief State Grain Inspector W. Scott Cowen, another passenger and the chauffeur were in Mr. Cowen's automobile at night, Nov. 3, it collided with a motor cycle driven by Alex Anderson who suffered a compound fracture of the skull. The chauffeur was arrested.

The firm of Sam Finney & Co. was unable to meet its margin calls on long wheat by about \$2,000 and notice was posted at the opening of 'change, Nov. 3, to have all open trades with the firm closed out. It is not expected the firm's liabilities will exceed \$15,000.

Timothy market continues very firm, with receipts light. Looks as if we will see high prices on hay until after farmers are thru with their corn. Those in position to ship should rush some hay in here. Prices are apt to go still some higher before we get another rush of hay. Would strongly advise shipments of sound timothy.—W. R. Mumford & Co.

The open trades of Pringle & Wing were transferred to A. V. Booth, Nov. 3, as their open accounts were larger than their available working capital and they considered it unsafe to handle so much in such an unsettled market as had prevailed during the two previous days. The firm was in no financial trouble, its liabilities were met promptly and it will continue in business as before.

Application for membership in the Board of Trade has been made by Marshall E. Boynton and Wm. M. McCord. Amadeus Fahlenkamp, the estate of Malcolm C. Mitchell, George Watkins, Edgar H. Young, Frederick A. Hibbard and Edwin L. Bowen have posted their memberships for transfer. The directors recently admitted Harry Lee Kaga to membership. The directors bid \$2,200 for each of two memberships.

At the recent annual meeting of the Receivers Club the old officers were elected: Joseph P. Griffin, pres.; Hiram N. Sager, vice pres.; George Wegener, sec'y. The directors are Frank M. Bunch, Lowell Hoyt, Ed. Andrew, Philip Schifflin and Wm. N. Eckhardt. Pres. J. C. F. Merrill addressed the dealers on the grading of corn. Attorney Chester Arthur Legg discussed present business conditions in relation to law and Frank J. Delaney presented a paper on Chicago as a milling center.

George F. Stone, sec'y of the Board of Trade, announced from the gallery, Nov. 8, that trading hours would be confined strictly from 9:30 a. m. to 1:15 p. m. except on Saturday when they would be from 9:30 a. m. to 12 m.; and that he had been instructed by Pres. Merrill to say that drastic measures would be taken to enforce the trading hours. The penalty for a violation of this rule means for the first offense suspension for not less than one month nor more than one year, and for a second violation expulsion.

CHICAGO CALLERS: E. M. Wayne, pres. Grain Dealers National Ass'n, Delavan, Ill.; Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.; H. D. Maddin of Maddin Bros., Thawville, Ill.; T. W. Swift, Batle Creek, Mich.; J. L. Douglass, Shirley, Ill.; J. J. Overmeyer, Kouts, Ind.; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.; Geo.

A. Wells, sec'y Western Grain Dealers Ass'n, Des Moines, Ia.; Frank Gibbons, Dwight, Ill., and T. M. Van Horn of the Millers Mutual Fire Ins. Ass'n of Alton, Ill.

Inspected receipts of grain at Chicago during October included 895 cars of winter wheat; 685 cars of spring wheat; 5,328 cars of corn; 4,702 cars of oats; 259 cars of rye and 2,225 cars of barley, making a total of 14,094 cars of grain, compared with 860 cars of winter wheat; 679 cars of spring wheat; 6,903 cars of corn; 4,254 cars of oats; 80 cars of rye and 1,544 cars of barley, a total of 14,320 cars of grain received in October, 1910. Shipments during October were 2,332,800 bus. of wheat; 7,753,250 bus. of corn; 5,550,400 bus. of oats; 133,000 bus. of rye and 664,400 bus. of barley; compared with 2,028,800 bus. of wheat; 8,101,900 bus. of corn; 7,984,300 bus. of oats; 24,800 bus. of rye and 837,900 bus. of barley shipped in October, 1910.

A fire that started in the eltr. of the Chicago Flour Mills Co. in the evening of Nov. 9, destroyed four large buildings, the mill, two storehouses and the eltr. containing 300,000 bus. of grain. The office building, within 100 ft. of the other structures, did not burn. The fire was discovered by a watchman soon after six o'clock, in a storage room on the first floor of the eltr., an old structure, where 25 gallons of kerosene were stored for lighting purposes. It is supposed the oil either exploded or was ignited by an incendiary. Soon after the arrival of the first engine companies an explosion occurred in the eltr., supposedly of grain dust, and the firemen were ordered back to a safe distance. In a half-hour one wall of the eltr. had burned away and let out tons of grain. Five locomotives were switched on the eltr. tracks and strings of freight cars were pulled out of reach of the fire.

The Department of Justice of the United States government has been conducting an investigation into the methods of handling grain by large concerns at the leading markets, with a view to prosecuting any persons alleged to have formed a conspiracy to hold grain off the market. The inquiry is along the lines of that in the New York cotton market, which resulted in the indictment and pending trial of prominent cotton speculators on the charge of conspiracy. On Oct. 31 an employee of the federal Department of Justice asked Geo. F. Stone, sec'y of the Chicago Board of Trade, for permission to examine the books. After thoroughly going over them the government agent went to the office of State Grain Registrar Miller, whose records show the ownership of grain in public warehouses. On Nov. 1 Pres. J. C. F. Merrill of the Board of Trade issued the following statement: "The officers of the Board of Trade have no knowledge of governmental investigation of its affairs. The Board has nothing to conceal and will welcome and facilitate any investigation the federal authorities may choose to make." The Chicago Board of Trade as an institution has nothing to fear from a federal investigation, as the Board is in the nature of a club which bears the expense of providing suitable quarters and facilities for trade. The Board as an organization does not deal in grain. Any indictments found by the grand jury will be against individuals. Another matter to which the attention of the Department of Justice has been called is the rules of the grain exchanges at Chicago, Minneapolis and other markets, forbidding members to bid the country any price other than that of the closing "call." On this point late dispatches from Washington state: "No one has the right to fix prices under which another shall sell, under the federal laws; and if the methods in 'fixing' these selling prices are found to be arbitrary, federal prosecution is likely to follow." As the purpose of the commission merchants in establishing the call rule was solely to break up monopoly and restore open market conditions, it would seem that an attack by the government upon the "call" is entirely unwarranted, as it would defeat the government's own purpose to break down monopoly.

INDIANA.

Bedford, Ind.—D. L. Brookie is having an eltr. built here by J. A. Horn.

Shipshewana, Ind.—James Beecher & Co have bot the eltr. of Yoder & Trayer.

Indianapolis, Ind.—The Files-Greathouse Grain Co. has filed notice of dissolution.

Monroeville, Ind.—The eltr. and mill of Ahr & Singer have been sold to an Ohio firm to take possession Jan. 1.

St. John, Ind.—George F. Gerlock has installed a rebuilt 12-h. p. gasoline engine purchased from A. H. McDonald.

Frankfort, Ind.—T. E. Frantz is mgr. for the Clinton Grain Co. which recently purchased the eltr. of the J. T. Sims Grain Co.

Ferguson sta., Sheldon p. o., Ind.—Miss Bessie E. Mannix, the Fort Wayne grain broker, is having a small eltr. built at this station.

Noblesville, Ind.—The Noblesville Mfg. Co. will build a 375,000-bu. eltr. of 21 concrete bins, which will increase its eltr. capacity to 500,000 bus.

Knox, Ind.—Guy M. Wells has improved his eltr. by re-arranging his corn sheller and installing a B. S. C. Chain Drag and Feeder to feed it automatically.

Monticello, Ind.—The Farmers Eltr. Co. has let the contract to McAllister & O'Connor for the erection of a 20,000-bu. eltr. that will also have storage room for 15,000 bus. of ear corn.

Vincennes, Ind.—The new firm of Piel & Jordan has bot the eltr. of the Vincennes Eltr. Co., formerly owned by Jordan Bros. and L. C. Summitt has bot the Union Eltr. formerly owned by Summitt & Piel.—Piel & Jordan.

Columbus, Ind.—Ben C. Thomas has an eltr. under construction by L. J. McMillin to replace that burned Aug. 3. Equipment will include a No. 16 U. S. Cleaner, a 75-ft. Constant Safety Ball Bearing Man-lift and a 24-ft. B. S. C. Chain Drag and Feeder.

Johnson sta., Cynthiana p. o., Ind.—We are considering building early in the spring an up-to-date 20,000-bu. eltr. and a large crib for ear corn at this station on the new Mt. Carmel and Evansville branch of the Big Four.—Shultz & Bump, Keensburg, Ill.

Eltr. operators and millers of northeastern Indiana, northwestern Ohio and southeastern Michigan will hold a conference at Lima, O., Nov. 17, with complimentary dinner and good entertainment for all who attend, tendered by the country shippers.—Thos. P. Riddle, sec'y Hay & Grain Producers & Shippers Ass'n, Lima, O.

Indianapolis, Ind.—The Indiana Railroad Commission has issued an order to the Big Four directing it to install a switch to the mills operated by Clyde M. Bower on West Washington St., Indianapolis. Mr. Bower has been fighting for this switch for many months. A former order of the commission was contested by the railroad company and knocked out in the courts on a technicality. The commission has given the Big Four sixty days in which to build the switch.—L.

Indianapolis, Ind.—Arrangements will be made, it is announced, to have a joint meeting of the Indiana Millers Ass'n and the Indiana Grain Dealers Ass'n in Indianapolis in January. Both associations hold their annual conventions in this city during that month and dates will be set, it is declared, so as to enable the two organizations to get together at least for one day and discuss questions of mutual benefit. The Indianapolis Board of Trade is considering the question of offering prizes for a grain exhibit to be held at the same time.—L.

Otterbein, Ind.—Michael Duffy, a ranch owner in this (Benton) county, was injured Oct. 30 in a race to stop payment on a check to a farmer from whom he had bot several thousand bushels of oats and paid in advance. Just after the transaction was closed Mr. Duffy learned that the oat crop had gone into receiver's hands, and rushed off on horseback after the farmer, who had started in an automobile for the bank ten miles away. Duffy passed the auto and was about 200 yards in advance when his

horse fell and he was thrown into a ditch, which let the auto again get ahead, but he dragged himself to a nearby house and stopped payment on the check by telephone. He was injured internally and perhaps politically, as he aspires to be congressman from this district.

Akron, Ind.—Stockholders of the Citizens' Bank of Akron are preparing to file suit against Press & Co. and L. J. Schwabacher & Co., grain dealers of Chicago, to recover \$24,500 alleged to have been used by Howard B. Harter in grain speculations. Harter was cashier of the Akron bank and is charged with a shortage of \$33,500. State Auditor William H. O'Brien stopped payment on a check given by Harter to Adolph Kempner & Co. of Chicago in payment of a bill presented by them for December wheat. George W. Holman, an attorney of Rochester, Ind., has been retained by the stockholders of the bank to bring the action. Kempner & Co. are likely to lose the money owing to them because State Auditor O'Brien has tied up Harter's property in an effort to save the bank.—L.

IOWA.

Truesdale, Ia.—T. A. Stamen will build an eltr.

Cedar, Ia.—T. K. Moore & Son have bot the eltr. of R. J. Woody.

Blencoe, Ia.—The Updike Grain Co. will build a 150,000-bu. corn crib.

Dunlap, Ia.—The Farmers Co-op. Lbr. Co. is putting in the foundation for an eltr.

Traer, Ia.—C. O. Hoff of Forest City, Ia., has purchased the eltr. here of Thos. A. Smith.

Manilla, Ia.—The Neola Eltr. Co. has bot out the I. Hird Lbr. Co. at this station for \$10,000.

Norwood, no station, Lucas p. o., Ia.—Farmers have organized a company to build an eltr.

Pierson, Ia.—The Farmers Eltr. Co. will equip its eltr. with a Hall Signaling Grain Distributor.

Tama, Ia.—O. P. Beale has installed a rebuilt 25-h. p. gasoline engine purchased from A. H. McDonald.

Alexander, Ia.—The recently organized Co-op. Farmers Co. is not in the grain but the creamery business.

Burnside, Ia.—Our eltr. is now ironclad with exception of roof, work just completed.—Norstrum & Son.

Craig, Ia.—F. Hoeser of Merrill, Ia., has let the contract for the erection of an eltr. here, work to begin immediately.

Colo, Ia.—The Farmers' Grain Co. has installed a 25-h. p. gasoline engine, new transmission rope and new eltr. belts.

Des Moines, Ia.—The Monarch Eltr. Co. of Minneapolis has filed copy of its incorporation papers to do business in Iowa.

Chelsea, Ia.—E. S. Yeisley and two others have bot the eltr. of the Wells Hord Grain Co. and will operate it in connection with his own.

Monroe, Ia.—R. B. Hendershot & Co. incorporated by M. E. and R. B. Hendershot to deal in grain and live stock; capital stock, \$10,000.

Hancock, Ia.—I have succeeded H. J. Schaffer as local agt. for G. H. Bunton & Co. Mr. Schaffer moved to Fremont, Neb.—Chas. H. Gustafson.

Williamsburg, Ia.—The 25,000-bu. cribbed eltr. being erected for W. F. Harris by the Newell Construction Co. stands on concrete foundation and is 24x24 and 75 ft. high.

Popejoy, Ia.—Mr. Schlosser has bot the interests of Mr. Pierce in the firm of Pierce & Dodd and the eltr. is now operated under the firm name of Dodd & Schlosser.

Sioux City, Ia.—Lamson Bros. & Co. have taken over the A. Fahlenkamp Grain Co., located in the Grain Exchange Bldg. The new local mgr. is W. G. Kelly of Bloomington, Ill.

Morrison, Ia.—P. R. Frazier & Co. have purchased the grain, lumber and coal business at this point from J. E. Stockdale of

Estherville, Ia., formerly operated by Stockdale & Riemers.—P. R. F.

Butler, Ia.—I am having an up-to-date, 15,000-bu. eltr. built at this station by the Younglove Construction Co., to be completed by Dec. 1. Equipment will include 7-h. p. gas engine and a 1,000-bu. Richardson Automatic Scale.—J. E. Kennel, Fremont, Ia.

Brunsville, Ia.—The Hoeser Eltr. Co. of Merrill, Ia., has let the contract to the Younglove Construction Co. for the erection of a 25,000-bu. eltr. at this station, to be equipped with a 25-h. p. gasoline engine, corn sheller and cleaner, man-lift and rope transmission.

Davenport, Ia.—The Iowa corn show will be held in this city in January as a result of a guarantee fund pledged by the Greater Davenport Committee and local merchants. It will be held in connection with the farmers' short course of the Iowa Agri. College. Premiums are offered amounting to about \$25,000.

Titonka, Ia.—The Iowa Grain Co. will build an eltr. and install new machinery.—B. S. Bryson, agt. Ia. Grn. Co. This will replace the one burned Oct. 13 and will have twice the capacity, at least 30,000 bus. of grain besides compartments for timothy seed and flaxseed. Foundation floors will be of cement and the outside of the eltr. covered with steel siding.

Des Moines, Ia.—David Chambers died Oct. 22 at the residence of his son, W. H. Chambers, Pasadena, Cal. Mr. Chambers was born in Indiana, served in the Union army, engaged in the grain, real estate and lumber business and in 1891 removed from Indiana to this city, taking the management of the western business of the Peavey Grain Co. in 1898. In 1910, after a stroke of apoplexy, he was removed to California, where he died, aged 75 years.

KANSAS.

Sabetha, Kan.—The Derby Grain Co. is installing an automatic scale in its eltr.

Enterprise, Kan.—Work has been started on the new eltr. for the Detroit Eltr. Co.

Detroit, Kan.—Farmers have started construction on an eltr. E. B. Lewis is sec'y of the company.

Wellington, Kan.—Machinery has been installed in the new concrete eltr. of the Aetna M. & Eltr. Co.

Tyro, Kan.—The Tyro Supply Co. has made a trade with N. L. Amick for the eltr. and mill and will continue the business as before.

Gerlane, Kan.—I handle the bulk of the corn in the ear and directly from the field, which proves profitable to both farmer and eltr. man.—M. J. Lane.

Prairie View, Kan.—Dan Thomas has discontinued his business and locked his eltr. for eight months or longer.—J. V. of Vander Velde & De Jong.

Arkansas City, Kan.—A. J. Hunt and C. H. Searing have been out on the Midland Valley inspecting different stations to find suitable locations for grain eltrs.

Kansas City, Kan.—D. R. Gorden, chief of the state grain inspection department, reports its weighing and inspecting 40 per cent less grain this fall than last.

Garnett, Kan.—Baxter Wilson has purchased the mill of W. O. Decker who also dealt in grain. Mr. Decker has bot a farm in Colorado and will raise alfalfa.

Severance, Kan.—The John H. Lynds M. & Eltr. Co. of White Cloud, Kan., has let the contract to G. H. Birchard to remodel its eltr. here and install new sheller and ear corn feeder, an extra stand of eltrs. and a man-lift.

Rosedale, Kan.—The recently organized Mammoth Mlg. Co. of Kansas City, of which C. J. Wolaver is mgr., has obtained a site here and has let the contract to O. J. Lehrack for the erection of a plant on the M. K. & T., to be completed by Feb. 15. H. C. Draver will superintend the new plant which will manufacture straight mixed grain feeds.

Clay Center, Kan.—Clyde Smith, a farmer near here, was recently fined \$15 and costs for selling musty wheat to a mill at this point. The state board of health has instructed its inspectors to watch for any other sales of damaged wheat as first-class grain.

Minneola, Kan.—J. D. Brown has succeeded me as agt. for the Pratt M. & Eltr. Co. at this point. He was my assistant. I resigned in June to accept an appointment as grain inspector for the city of Terre Haute, Ind.—W. T. Freeman, Terre Haute, Ind.

Hutchinson, Kan.—J. S. Hoke is pres. of the Golden Grain Co. which operates under lease the eltr. of the Bailey Grain Co. on the Mo. Pac.; J. B. Welch, sec'y-treas. Chas. O. Smith, mgr., was formerly with the Jno. M. Starr Grain Co. and is well known to the trade.—S.

Application for membership in the Kansas Grain Dealers Ass'n has been made recently by H. M. Taylor, Hewins; Stauffer & Cormack, Columbus; H. E. Herries, Valley Falls; Bruce Carlson, Americus; Grubb-Hamacher Grain Co. and J. W. Pinney, Scandia; Golden Grain Co., Hutchinson, Kan.; Jansen Sons Mlg. & Grain Co., Nelson, Neb., and the Superior Corn Mills, Elliott & Myers and the Alfalfa Products Co. of Superior, Neb. — E. J. Smiley, sec'y.

Kansas City, Kan.—At the final hearing in the Kansas grain inspection case, held recently in this city, E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, testified that at nine points in Kansas, each of which handled an average of 1,000,000 bus. of grain annually from wagons, the state provided no inspector and cited Ellwood, Kan., near St. Joseph, Mo., which handles 5,000,000 bus. of grain annually without inspection. "If fees were collected on this grain," he alleged, "the state could lower the charge to 50c per car and still make money."

WICHITA LETTER.

The George Koch Grain Co. has succeeded Anderson & Koch.—Jas. H. Sherman, sec'y Wichita Board of Trade.

George H. Hunter of the Hunter Mlg. Co. of Wellington, Kan., has purchased the Board of Trade membership of W. S. Martin.—Jas. H. Sherman, sec'y.

E. M. Flickenger, formerly with the Tri-State Grain Co., who has been in Texas for the last year, has returned to Wichita and is now with the Wagner Grain Co.

Wichita received in October 944,900 bus. of wheat, 86,000 of corn and 54,000 bus. of oats and shipped 624,800 bus. of wheat, 75,000 of corn and 43,000 bus. of oats.—Jas. H. Sherman, sec'y Board of Trade.

The supreme court of Kansas has sustained the verdict given P. M. Ahlstrom against the Kansas Mlg. Co. of this city, for \$1,500 damages for injuries received while pushing cars for it. The company was protected by indemnity insurance.

A special meeting of the Board of Trade, called by Pres. W. R. Watson, was held Oct. 28 to discuss measures for making Wichita a market for future delivery of kafir corn. No action was taken except that the matter was referred to the call committee composed of J. A. Woodside, E. K. Nevely, W. H. Hastings, E. M. Kelly and W. E. McCullough, to pass on it and report at a future meeting. Mr. McCullough said: "There is nothing like what we plan in the United States. It has been the custom to make sales of kafir corn that has been bot and is either in the field or is being shipped to the purchasing point. We wish to place the system under a uniform set of rules to relieve the chaotic condition that has existed for some time in such sales. As Wichita is the heaviest kafir corn market in the country we hope by this means to attract many buyers from outside points." The dealers believe a future market would tend to give more stability to prices for kafir corn, which sometimes fluctuates 10c per cwt. in a single day. Sec'y Sherman writes: "Natural conditions seem to make it possible for this to become the official kafir corn market."

John S. Macauley, formerly pres. and sec'y of the Wichita Board of Trade, of which he was a charter member, died suddenly of heart failure Oct. 23, at the home of his son, W. T. Macauley, in Mulvane, Kan. He was born in Clough, County Down, Ireland, 58 years ago and came to this country when 20 years old, first settling in Chicago, came to Kansas in 1877 and a few years later moved to Wellington to take a position with the McMahon Mlg. Co., which was the beginning of his connection with the grain and milling business that he followed the rest of his life. He moved to Wichita in 1885 to take a position with Hawn & Co., where he lived practically the rest of his life and was much interested in the development of this as one of the great primary markets of the Southwest. He was pres. of the Board of Trade in 1905 and sec'y for three years, resigning Jan. 1, 1911. He was personally acquainted with nearly every dealer in southern and western Kansas. Last September he purchased an interest in the W. T. Macauley Grain Co., which had just leased a plant at Mulvane, Kan., and moved its headquarters there and was actively engaged in promoting its interests, apparently in the best of health. He is survived by his widow, a son and two daughters in this country, a brother and a sister in Ireland and his nephew, David Heenan, of the grain firm of D. Heenan & Co., Wichita. In respect to his memory the Wichita Board of Trade closed at noon, Oct. 26, and his funeral was largely attended by members.

KENTUCKY.

Buechel, Ky.—We will open a feed store at this point.—J. B. Leay, Enterprise Feed Co.

Bardwell, Ky.—The Harlan-Lowe Mlg. Co. has had plans drawn for the erection of an eltr. and an office building.

Louisville, Ky.—The Citizens Warehouse & Transfer Co. has amended its articles of incorporation to change its name to the Central Warehouse & Eltr. Co.

Frankfort, Ky.—In the case of Hattinger & Huck and the Union Brewery Co. vs. the Davenport Malt & Grain Co. the judgment of the Jefferson Circuit Court has been affirmed that the appellant company did not have the right to exercise an option on the malt contracted for, the price of which had greatly advanced, for the purpose of selling it at a profit, but could have exercised it only as the malt was necessary in the conduct of its business.

LOUISIANA.

New Orleans, La. — The plant of the Levy Rice Mlg. Co. burned early in the morning of Oct. 18; loss, \$35,000.

New Orleans, La.—A. F. Leonhardt, the grain exporter recently appointed postmaster of New Orleans, will retire from the presidency of the Board of Trade Dec. 1, but will probably retain his position as chairman of the grain and grain products committee.

New Orleans, La.—C. C. Fox, the grain exporter, has moved his headquarters temporarily to Galveston on account of the strike on the Ill. Cent. but may return soon and resume his exportations of corn thru this port. Numerous diversions are alleged to have been made of both corn and wheat intended for this port.

New Orleans, La.—Exports of grain in October aggregated 123,940 bus. of wheat, 165,466 of corn and 2,410 bus. of oats; compared with 57,446 bus. of wheat, 197,750 of corn and no oats exported in the same month last year. Exports from Sept. 1 to Nov. 1 included 187,940 bus. of wheat, 391,896 of corn and 4,120 bus. of oats; against 82,439 bus. of wheat, 646,374 of corn and no oats exported in the corresponding months of the previous year.—W. L. Richeson, chief grain inspector N. O. Board of Trade.

MARYLAND.

BALTIMORE LETTER.

Jas. E. Lynch, assistant supt. of the Central Eltr. Co., has applied for membership in the Chamber of Commerce.

The first carlots of new corn of the season reached Baltimore Oct. 27, from western Maryland. On account of damp condition they graded "rejected."

Baltimore received during October 856,244 bus. of wheat, 176,655 of corn, 45,581 of oats, 172,091 of rye and 947 bus. of barley; compared with 513,873 bus. of wheat, 824,884 of corn, 71,701 of oats, 94,559 bus. of rye and no barley received in the same month last year. October shipments included 647,850 bus. of wheat, 441,204 of corn and 100 bus. of oats; against 851,775 bus. of wheat, 394,820 of corn and 100 bus. of oats shipped in Oct., 1910.—Jas. B. Hes-song, sec'y Chamber of Commerce.

Blanchard Randall was appointed receiver, Nov. 3, for Pitt Bros. & Co., one of the oldest and best known grain firms in the city. Its liabilities aggregate \$168,000. The same day, on testimony of the pres. and vice pres. of the First National Bank, the grand jury indicted Pembroke W. Pitt, senior member of the firm, for forging certificates of Bs/L. It is alleged he obtained \$500,000 in this manner. His bond was fixed at \$25,000. He is believed to have sailed for Europe with his wife, Nov. 2. The Chamber of Commerce has suspended both him and his brother, Clarence Pitt, from membership. Clarence Pitt alleged that he was ignorant of all the banking transactions that had been conducted by his brother. The bogus Bs/L, on which the money had been obtained, were adroitly drawn, the names of fictitious agents being placed thereon together with the number of freight cars. How the forger got the blank Bs/L is a question that interests the railroad companies and will probably lead to a rigid investigation. The firm of Pitt Bros. & Co. has existed since 1884. It was one of the most active brokerage firms in the city. About ten years ago the company failed, but again started business. Pembroke W. Pitt was known as a speculator. He dealt principally in grain and was considered an expert. He recently closed contracts for Western corn to be delivered abroad in January, February and March. As these contracts are good, at least \$45,000 will be realized. The forgery of the Bs/L was discovered by a national bank examiner at the National Bank of Baltimore when a B/L dated Sept. 25 was found calling for a load of grain on the Western Maryland R. R. Investigation of the number of the car given showed that the number was that of a gondola car. A succession of alleged fraudulent bills were then discovered and other banks found themselves in the net. Pitt gave one excuse or another for not having in his possession the eltr. receipts for the grain supposed to have been represented by the Bs/L. When hard pressed for settlement on some of the "stale" bills, it is said that Pitt would make out new ones from some other shipper and over some other road and substitute them for the old ones with the banks. Occasionally, when actual grain consignments did come to the firm, the proper eltr. receipts would be obtained and taken to the banks. Pitt Bros. & Co., occupied a handsome suite of offices in the Chamber of Commerce and had a large number of clients thruout the Middle West. Pembroke Pitt is 47 years of age and had a handsome home at Roland Park, a suburb of this city. He lived very quietly and was one of the best-liked men on the floor of the 'change.

MICHIGAN.

Elkton, Mich.—We have installed a new Clipper Cleaner.—Elkton Eltr. Co.

Lupton, Mich.—The Ohio Mlg. Co. is planning to erect an eltr. next season.

Shepherd, Mich.—Farmers Grain Eltr. Co. incorporated; capital stock, \$10,000.

Grassmere, Mich.—We have enlarged our beam eltr. at this point.—Elkton Eltr. Co.

Pulaski, Mich.—J. C. Iles has purchased the eltr. and grain business of George C. Lovitt.

Port Hope, Mich.—The Mhlethaler Co. has installed bean pickers in the new addition to its eltr.

Otter Lake, Mich.—J. P. Burroughs & Son of Flint have succeeded the Stockbridge Eltr. Co. at this point.

Jackson, Mich. — Isbell & Co. are installing a Hess Grain Drier to care for damp or wet beans and garden seeds.

Albion, Mich.—It is rumored that the plant of the Albion Mlg. Co., which has been idle for some years, will be remodeled and a full equipment of up-to-date machinery installed.

Grand Marais, Mich.—Eltr. men in the northern part of the state are interested in the removal of the tracks to this point, as it means the abandonment of the only railroad in this district.

Decatur, Mich.—No change will be made in the business of Austin E. Lawrence, which will continue under the management of his son, Harold B. Lawrence.—Estate of Austin E. Lawrence. Mr. Lawrence died of lockjaw Oct. 15, caused by a blow from the crank of his motor car.

Eltr. operators in southeastern Michigan, northeastern Indiana and northwestern Ohio will hold conference with millers of those sections in Lima, O., Nov. 17. The country shippers will give a complimentary dinner and good entertainment to all in attendance.—T. P. Riddle, sec'y Hay & Grain Producers & Shippers Ass'n, Lima, O.

Jackson, Mich.—Charged with having forged Bs/L, Frederick E. Leighton recently was tried and acquitted by a jury in Judge Parkinson's court, the criminal intent not having been proved. Two drafts were drawn on the same car of hay, L. V. No. 30730, for which one genuine B/L was issued June 17, 1910, by the Michigan Central, destination Pittsburgh, Pa. The genuine B/L was deposited June 20 with the same bank that on June 24 received the second B/L and credited his account. Leighton received cars of hay from Minnesota points and rebilled them at Jackson to southeastern territory. Loose methods of the railroad company in permitting him to take possession of cars without surrender of Bs/L afforded an opportunity for manipulation of Bs/L and to claim in defense that the issuance of the second B/L was an error. Leighton alleged he had different cars en route to Jackson and when the invoice for the car in question arrived it was not observed that the car described in the invoice was one that already had been received and drawn against. The jury listened to the evidence for two and one-half weeks and on the close of the trial spent from 11 o'clock to 3 o'clock in the jury room arguing. After the verdict Prosecuting Attorney Bailey was wroth. He said: "I am satisfied that on Aug. 11, 1910, Leighton filed at the bank several Bs/L designating cars by numbers that were not in existence. We tried to show that at the trial, but were not permitted to prove the non-existence of the cars by the railroad company's equipment book. What we would have to do is to subpoena a representative of the company who knows of his own knowledge there are no such cars. One of the Bs/L deposited with draft attached on August 11, 1910, is a coal car, and not one in which hay could be shipped."

MINNESOTA.

Hayward, Minn.—The Farmers Eltr. Co. is painting its house.

Shevlin, Minn.—The Shevlin Trading Co. has leased the eltr. here.

Blakely, Minn.—M. O'Neill has opened a grain eltr. at this station.

Warroad, Minn.—A company is being organized to establish an eltr. here.

Renville, Minn.—A. M. Holton has bot a half interest in the eltr. of Wm. Hoffman.

Cobden, Minn.—Finishing touches are being put on the new eltr. of A. Newdall.

Lester Prairie, Minn.—Farmers have organized a company to build an eltr. at this station.

Hampton, Minn.—The National Eltr. Co. is having a 30,000-bu. eltr. built by T. E. Ibberson.

Claremont, Minn.—Ross Lowe from Highmore, S. D., is the new agt. for G. W. Van Dusen & Co.

Ersine, Minn.—W. W. Lee from Ada has succeeded the late John H. Peterson as agt. for the St. Anthony & Dak. Eltr. Co.

Stephen, Minn.—The Farmers & Merchants Eltr. Co.'s 30,000-bu. eltr. is nearing completion. T. E. Ibberson is doing the work.

Twin Valley, Minn.—The house of the Farmers Eltr. Co. was sold recently at sheriff's sale to the First National Bank of Twin Valley.

Dennison, Minn.—The Dennison Farmers Merc & Eltr. Co. has purchased the house of the Amenla Eltr. Co., which has been closed for some time.

Milan, Minn.—C. E. Spencer, agt. for the Monarch Eltr. Co., reports the loss of 80 to 100 gallons of gasoline as the result of Hallowe'en "fun."

New Prairie sta., Cyrus p. o., Minn.—The 25,000-bu. eltr., under construction for the N. P. Farmers Eltr. Co. by D. F. Hoag, is to be completed by Dec. 1.

Easton, Minn.—Garrett Hassing has bot the eltr. of the Cargill Eltr. Co. that has been closed for some time, will dismantle it and move it to his farm.

Stanton, Minn.—The Farmers Eltr. Co., of which Thomas Lawler is pres. and G. N. Knapp, sec'y, has been receiving bids for the sale of its eltr. and equipment.

Bixby, Minn.—McLaughlin & O'Halloran are making various improvements at their eltr., re-siding it with the old siding but using new where needed and painting it.

Winona, Minn.—The Bay State Mfg. Co. is building a 4,000-bbl. mill of reinforced concrete. The three lower floors of the 8-story building will be used for storage.

Duluth, Minn.—Peter S. Larcoski and Sam Hoover have been admitted to membership in the Duluth Board of Trade and Finley Barrell has withdrawn.—Chas. F. Macdonald, sec'y.

Winona, Minn.—John Buchan, recently arrested for stealing grain from the Western Eltr. Co., has been taken back to the training School at Red Wing, from which he had been paroled.

Hutchinson, Minn.—Wm. Machenehl of Winsted Twp. has been here getting information from stockholders of the Farmers Co-op. Eltr. Ass'n about organizing and managing such a firm.

Wykoff, Minn.—The new ironclad eltr. has been completed for the Wykoff Shipping Ass'n by L. Buege. W. H. Walker, formerly second man at the eltr. of the Farmers Eltr. Co., St. Charles, Minn., has been appointed mgr.

Hope sta., Owatonna p. o., Minn.—The addition to the engine room has been finished at the eltr. of the Speltz Grain & Coal Co., which is to house the new 20-h. p. gasoline engine that will operate the machinery in the recently completed feed mill. Grinding machinery is being installed as fast as it arrives and the feed mill will be in operation soon.

Crystal sta., Robbinsdale p. o., Minn.—Nine heavily loaded cars of grain in the middle of the fast freight were wrecked here at 6:30 a. m., Nov. 6, and 10,000 bus. of wheat spread along the tracks of the Soo line. A defective flange on one of the wheels caused the first car to leave the track and the eight cars following piled up. Wreckage was cleared away so traffic could be resumed by noon.

St. Paul, Minn.—Fire Prevention Day was observed here, Nov. 8, with a fire prevention congress addressed by Gov. Eberhart; C. A. Palmer, pres. of the Fire Marshal Ass'n of North America and formerly fire marshal of Michigan, who discussed "Relation of Fire Prevention to In-

surance Rates;" "Prevention of Incendiarism" by C. J. Doyle, state fire marshal of Illinois; "Fire Protection," by Franklin H. Wentworth of Boston, sec'y National Fire Protection Ass'n, and other well known authorities.

Duluth, Minn.—Receipts of grain in October aggregated 9,919,818 bus. of wheat, 18,686 of corn, 1,044,664 of oats, 2,017,591 of barley and 199,311 bus. of rye; compared with 5,995,164 bus. of wheat, 4,203 of corn, 269,717 of oats, 2,565,378 of barley and 24,341 bus. of rye received in the same month last year. October shipments included 5,380,747 bus. of wheat, 30,765 of corn, 954,041 of oats, 1,449,302 of barley and 120,754 bus. of rye; against 5,293,744 bus. of wheat, 59,116 of corn, 296,924 of oats, 2,244,634 of barley and 461 bus. of rye shipped in October, 1910.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

Replying to an inquiry as to the right of a public warehouse to call 50 lbs. of barley a bushel the state R. R. and warehouse commission ruled, Oct. 24, that such an act violates the Minnesota statutes fixing the maximum weight of a bushel of barley at 48 lbs. and prohibiting any person from buying, selling or storing grain in a public warehouse by any other measure than the standard bushel. Two years ago the attorney general ruled that the standard of weights for grains, fixed by the legislature, must be recognized and that anyone violating the provision of the law can be prosecuted for misdemeanor.

MINNEAPOLIS LETTER.

L. J. Buchanan, formerly manager of the Peavey Grain Co., has associated himself with J. H. Riheldaffer & Co. and was elected treas. of the firm at its last directors' meeting.

While the Archer-Daniels Linseed Oil Co. has increased its capital from \$600,000 to \$1,000,000, has added to its capacity during the year and has additional storage recently completed, Pres. J. W. Daniels reports additional capital needed to handle the business.

Victoria Drillhouse was tried in municipal court, Nov. 4, charged with taking a bushel of wheat from a car in N. P. yards. It was shown that a bushel of wheat had been sold in her house, which she declared was sold by another occupant of the place. She was found guilty and fined \$3.

New members of the Chamber of Commerce admitted in October are: A. G. Huhn, O. V. Small, J. A. Mattison, R. M. Johnston, L. J. Bowman, H. C. Harding, P. E. Stroud of Duluth, W. C. Affeld, Jas. Carruthers of Montreal, Jas E. Phelan, Chas. R. Fowler, Z. K. Stacks and M. W. Sowle.—John G. McHugh, sec'y.

The Gt. Northern R. Co. has petitioned the state R. R. and warehouse commission to increase its switching rates on grain and flaxseed from \$170 per car to 2c per cwt. with a minimum weight of 35,000 lbs. as a basis, from Minnesota Transfer to Minneapolis or St. Paul. The commission has ordered a hearing of this case at St. Paul, Nov. 16.

State Weighmaster P. H. McElligott filed suit, Oct. 30, against the Northwestern Consolidated Mfg. Co. for \$2,550 for injury alleged to have been sustained while engaged in official business at the company's eltr., June 7. Plaintiff alleges that while he was weighing grain he was struck by a freight car door that lacerated his left leg. He asks \$2,500 damages and \$50 for expense of medical treatment.

Receipts of grain in October aggregated 13,726,750 bus. of wheat, 382,050 of corn, 845,920 of oats, 3,802,630 of barley and 450,360 bus. of rye; compared with 11,727,200 bus. of wheat, 685,440 of corn, 2,427,380 of oats, 3,312,240 of barley and 198,020 bus. of rye received in the same month last year. October shipments included 2,011,070 bus. of wheat, 144,440 of corn, 403,260 of oats, 3,405,650 of barley and 74,590 bus. of rye; against 1,515,370 bus. of wheat, 398,730 of corn, 1,669,160 of oats, 1,923,780 of barley and 101,210 bus. of rye shipped in Oct., 1910.—John G. McHugh, sec'y Chamber of Commerce.

MISSOURI.

Liberal, Mo.—The Lipscomb Grain, Seed & Coal Co. will build an eltr. here.

Irwin, Mo.—The Lipscomb Grain, Seed & Coal Co. of Liberal, Mo. will build an eltr.

Elma, Mo.—H. H. Horstman & Son will build a mill next to their eltr. Aug. Wolf & Co. have the contract for the machinery.

Morrison, Mo.—Farmers Eltr. Co., incorporated; capital stock, \$10,000; incorporators, Joseph A. Speckhals, John H. Starke, W. S. Toedmann.

St. Joseph, Mo.—Grain men, fearing St. Joseph will be placed at a disadvantage in competition with other grain centers, as a result of the announced intention of the Grand Island of raising its switching rates, held a conference with the local railway men Oct. 26. The grain men are anxious to be protected on the thru rates. The advance on the Grand Island may mean an increase in them.

A special train will be sent out Nov. 16 by the Missouri Board of Agriculture, for a nine-day trip. Starting from Columbia, stops will be made at Moberly, Huntsville, Salisbury, Keytesville, Brunswick, Triplett, Stansberry, Darlington, McFall, Jamison, Hardin, Norborne, Carrollton, Wells-ville, Montgomery City, Jonesburg and Warrenton. Illustrated lectures will be given at each station.

KANSAS CITY LETTER.

Wm. B. Lathrop, of the Pierson-Lathrop Grain Co., was married Oct. 30 to Miss Louise Yocum.

John T. Eubank has bot the membership of Everett H. Seaver in the Board of Trade. This membership was to have been transferred to W. S. McCoy.

The first carload of new corn for the Kansas City market was received Oct. 25 by Brodnax & McLiney from Gardner, Kan. It was not inspected, but was equal to No. 4 mixed and sold at 72c.

Receipts of grain at Kansas City during October included 2,714,400 bus. of wheat, 861,600 bus. of corn, 525,300 bus. of oats, 4,400 bus. of rye, 42,000 bus. of barley and 69 cars of kafir corn, compared with 5,335,200 bus. of wheat, 961,200 bus. of corn, 557,600 bus. of oats, 6,600 bus. of rye, 32,200 bus. of barley, 2,000 bus. of flax and 4 cars of kafir corn received in October, 1910. Shipments during the month included 1,596,000 bus. of wheat, 729,600 bus. of corn, 462,400 bus. of oats, 2,200 bus. of rye, 30,800 bus. of barley and 41 cars of kafir corn, compared with 4,149,600 bus. of wheat, 698,400 bus. of corn, 399,500 bus. of oats, 8,800 bus. of rye, 25,200 bus. of barley and 5,000 bus. of flax shipped in October, 1910.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Application for membership in the St. Louis Merchants Exchange has been made by Max M. Patton, Des Moines, Ia.

A vigorous campaign for retrenchment and reform in administrative affairs is being conducted by the "insurgents" of the St. Louis Merchants Exchange.

By a less than two-thirds vote, the proposition to remove the 3c per bu. penalty on all hard wheat delivered on contracts in the St. Louis market was defeated, Oct. 30, by members of the Merchants Exchange.

The Rogers Eltr. is being equipped with a grain drier by Langenberg Bros. & Co. This gives the market the benefit of two driers, the other one being located at the Burlington Eltr. and operated by the W. L. Green Commission Co.

Eugene Smith, assistant sec'y of the Merchants Exchange will probably continue to act as temporary sec'y, until the first of the year, when a new president and board of directors will take office, at which time permanent sec'y will be elected.

Resonators have been placed on the Chicago blackboard Morse instruments by Edward M. Fleish, chairman of the Flour Committee, to aid the pit operators who complained of the advantage caused by the

picking off of the changes of the markets by traders who have a knowledge of telegraphy.

A bill has been introduced in the City Council by the Board of Directors of the St. Louis Exchange, asking permission to operate a public scale at Second and Tyler sts., for the construction of which they recently set aside \$500. Many members of the Exchange have asked Hugh Brady, head of the St. Louis Weighing Co., to readjust his schedule, but he refuses to do so, claiming that it would be unprofitable. The charge now is 20c per wagon, the city receiving 5c of the amount. Many prominent grain firms have signed a petition favoring the scales and it will be presented to the council.

Receipts of grain at St. Louis during October included 4,489 sacks and 1,392,600 bus. of wheat; 72 sacks and 1,665,600 bus. of corn; 1,645,600 bus. of oats; 19,800 bus. of rye; 12,615 sacks and 609,000 bus. of barley; compared with 12,899 sacks and 2,038,300 bus. of wheat; 1,226 sacks and 867,600 bus. of corn; 24 sacks and 2,068,900 bus. of oats; 33,000 bus. of rye and 345,800 bus. of barley received in October, 1910. Shipments during the month included 1,081,150 bus. of wheat; 33,560 sacks and 707,400 bus. of corn; 19,750 sacks and 950,110 bus. of oats; 6,530 bus. of rye and 10,230 bus. of barley, compared with 6,580 sacks and 1,555,440 bus. of wheat; 8,690 sacks and 520,030 bus. of corn; 24,090 sacks and 1,224,460 bus. of oats; 24,140 bus. of rye and 8,890 bus. of barley shipped in October, 1910.—Geo. H. Morgan, sec'y Merchants' Exchange.

A contract has been made with J. A. McNulty, by the carriers, for the reclaiming of grain doors and cooping of cars for grain loading. His duties as contractor and agt. for the carriers are: He shall reclaim all grain door material belonging to the railroads from all cars unloaded at various industries within the switching limits of St. Louis and East St. Louis, and shall return the same to the railroads. He shall use all such reclaimed material in grain dooring and cooping cars for the railroads upon whose rails the material originated. He shall coopee all cars for the railroad for loading bulk grain at all industries within the limits mentioned above, furnishing necessary material to make the cars grain-tight by the use of burlap and to place grain doors on all cars where necessary. H. P. Grider will represent Mr. McNulty in the St. Louis and East St. Louis districts.

MONTANA.

Mondak, Mont.—The eltr. of the Valley Mercantile & Lumber Co. has been completed.

Sidney, Mont.—Geo. Kendall has succeeded Roy Rounce as mgr. of the Sidney Eltr. No. 1.

Glendive, Mont.—The Gate City Eltr. owned by Lowe Bros. & Akin, has been completed and is receiving grain.

Three Forks, Mont.—R. Fleming of Mason City, Ia., will build an eltr. of 50,000 bus. capacity, but it will not be completed in time for this year's crops.

Savage, Mont.—The eltr. has been completed for Mr. Arbogast, who has others under construction at Stipek, Intake and Townsend. C. W. Finch has leased the one here with the privilege of buying.

NEBRASKA.

Wilsonville, Neb.—The eltr. of the Central Granaries is closed.

Bertrand, Neb.—I have bot the eltr. of the Foster Grain Co.—Wm. Bruce.

Ulysses, Neb.—I am now mgr. for the Farmers Grain & Supply Co.—J. N. West.

Osmond, Neb.—The Farmers Eltr. Co. will install a new 10-h.p. gasoline engine.—L. E. Mann.

Kearney, Neb.—The Farmers Grain Co. is erecting a building for the storage of coal and salt.

Foster, Neb.—The Farmers Eltr. Co. has bot the Mulvaney Eltr. W. W. Trosper is agt.—L. E. Mann.

Tekamah, Neb.—Henry Saultzman was arrested Oct. 20 charged with breaking into the Farmers Eltr. and stealing grain.

Byron, Neb.—The eltr. of the Hynes Grain Co. will be repaired, a gas engine installed, and opened for business soon.—Carl H. Freytag, agt. the Central Granaries Co.

Coleridge, Neb.—The Farmers Grain & Livestock Ass'n has taken a two-year lease on the eltr. of Saunders & Westrand, with the privilege of buying it at any time during that time for \$8,000.

Lincoln, Neb.—The suit of the Chicago Board of Trade against H. E. Gooch & Co. was finally settled in favor of the plaintiffs, Judge Munger issuing an injunction preventing the Lincoln firm from using quotations of the Chicago Board of Trade without its knowledge or consent, and also requiring defendant to pay the costs, amounting to about \$489. This case has been in the federal courts since 1908.

OMAHA LETTER.

The first new corn of the season arrived at this market Oct. 28. Chief Inspector Powell pronounced the grain of fine quality.

The highest price for corn and wheat this year was reached Oct. 27, when two cars of white corn sold at 70½c a bu. and one car of No. 2 mixed Nebraska wheat sold by the Nebraska-Iowa Grain Co. brought \$1.05.

The annual convention of the Farmers Co-operative Grain Ass'n of Nebraska will be held at Omaha the second week in January. A managers' district convention of the Omaha territory will be held at the Rome Hotel, Nov. 20 and 21.

Members of the Omaha Grain Exchange have nominated John A. Cavers, of the Cavers Eltr. Co.; C. H. Wright, of the Nebraska-Iowa Grain Co.; and Frank H. Brown of Frank H. Brown & Co. to succeed Nelson B. Updike, pres. of the Exchange; Frank H. Cowgill and N. Merriam whose terms as directors have expired.

Grain receipts at Omaha during October included 1,438,800 bus. of wheat; 1,128,000 bus. of corn; 987,700 bus. of oats; 12,100 bus. of rye and 841,400 bus. of barley; compared with 1,269,600 bus. of wheat; 1,322,400 bus. of corn; 943,500 bus. of oats; 25,300 bus. of rye and 67,200 bus. of barley received in October, 1910. Shipments during the month included 1,260,000 bus. of wheat; 1,171,000 bus. of corn; 306,000 bus. of oats; 2,000 bus. of rye and 103,000 bus. of barley; compared with 561,000 bus. of wheat; 1,094,000 bus. of corn; 708,000 bus. of oats; 25,000 bus. of rye and 4,000 bus. of barley shipped in October, 1910.—F. P. Manchester, sec'y Omaha Grain Exchange.

NEW ENGLAND.

Amherst, Mass.—James E. Merrick has bot the grain and feed business of Frank Smith.

Mount Hope, Mass.—Willard P. Whittemore has bot two lots adjoining his eltr. property.

Dalton, Conn.—The Dalton Grain & Feed Co. has been formed with Harry M. Farnum as mgr.

Thorndike, Mass.—Mr. St. George, formerly of Clinton, is the new mgr. of the Thorndike Grain Co.

Oakville, Conn.—C. A. Stone will erect a new building to be used in connection with his grain and coal business.

Lowell, Mass.—Frank G. Cover will build a 3-story grain warehouse, to cost \$35,000. Henry L. Rourke is the architect.

Portland, Me.—A large number of cash and other prizes have been awarded at the Maine Corn & Fruit Show which opened Nov. 6. Governor Plaisted offered a cup to the exhibitor winning the greatest number of prizes.

Springfield, Mass.—The Massachusetts Corn Show, Nov. 7, 8 and 9, had the financial support of the Springfield Board of Trade. Over 100 corn growers exhibited.

Boston, Mass.—Arthur W. Jordan, veteran member of the Boston Chamber of Commerce, dropped dead of heart failure in the Chamber of Commerce building Oct. 25. He became a member of the Chamber of Commerce in 1893. He is survived by three sons, Henry I., Samuel W. and Arthur W. Jr., who was associated with him in business.

Boston, Mass.—Grain exports from Boston in the last 10 months include 5,958,767 bus. of wheat; 5,857,520 bus. of corn and 116,417 bus. of oats; compared with 4,399,777 bus. of wheat; 2,283,196 bus. of corn; 125,089 bus. of oats and 92,228 bus. of barley shipped in the corresponding ten months of 1910, making an increase of 5,000,000 bus. of wheat and corn this year. Exports for October are 734,390 bus. of wheat and 497,361 bus. of corn, compared with 664,127 bus. of wheat and 225,644 bus. of corn shipped in October, 1910.

NEW YORK.

Buffalo, N. Y.—The Husted Mfg. & Eltr. Co. has installed a 500-h.p. electric motor. The A. E. Baxter Eng. & Appraisal Co. had charge of the work.

New York, N. Y.—The Empire Coal & Grain Co. incorporated; capital stock, \$250,000; incorporators, Isaac Arker, Samuel Himmelstein, Eva Loudon.

Buffalo, N. Y.—The race of the grain boats of the different lines to reach the eltrs. and unload before midnight, Oct. 31, when the new rates to New York would go into effect, was an exciting one; 700,000 bus. was received daily, but as high as 3,000,000 bus. were waiting to unload at various times. Little grain was left afloat at midnight.

NORTH DAKOTA.

Glenburn, N. D.—The eltr. of the Acme Grain Co. is closed.

Carpio, N. D.—Our eltr. is closed.—Woodworth Eltr. Co.

New Leipzig, N. D.—The American Society of Equity will build an eltr.

Shields, N. D.—The Farmers Equity Union will build a grain warehouse.

Brockett, N. D.—I act as buyer for Equity Eltr. & Trading Co.—I. E. Officer.

McLeod, N. D.—Martin S. Orvigard has succeeded O. M. Williams as agt. for the Atlantic Eltr. Co.

Ree, N. D.—Theo Pankert has succeeded David Holmberg as agt. for the Bismarck Eltr. Investment Co.

Buffalo Springs, N. D.—The eltr. of Geo. C. Bagley is now open. R. S. Beattie of Minneapolis, Minn., is mgr.

Union, N. D.—N. L. Stavee has succeeded T. T. Kristyanson as agt. for the St. Anthony & Dakota Eltr. Co.

Sarles, N. D.—Ben Hine is now agt. for the Heising Grain Co. I am now agt. for the Imperial Eltr. Co.—Kelso T. Gray.

Newburg, N. D.—The eltr. of the Imperial Eltr. Co. is closed. I am now agt. for the Cargill Eltr. Co.—Fred Gardner.

Herrick, N. D.—Gustaf Beckstrand is now agt. for the Monarch Eltr. Co. and L. P. McEwen for the Andrews Grain Co.

Crosby, N. D.—The Atlantic Eltr. Co. has commenced work on a new eltr. to replace the one destroyed by fire last spring.

Sterling, N. D.—J. F. Munger has succeeded F. R. Engelhart as agt. for the Powers Eltr. Co.—Powers Eltr. Co., Minneapolis, Minn.

St. Thomas, N. D.—The Duluth Eltr. has been closed 2 years. I am in my 20th year as agt. in this eltr.—M. Buchanan, agt. Monarch Eltr. Co.

Berwick, N. D.—Geo. Garger, an employe of the Farmers Eltr. Co., was killed Oct. 16 by the recently installed gasoline engine. The cause of the accident will never be known, as he was alone when it happened.

Niles, N. D.—The Farmers Eltr. burned Oct. 30 with heavy loss, partly covered by insurance. Considerable grain was saved, but it is damaged.

Gronna, N. D.—The Cargill Eltr. Co.'s eltr., containing a large amount of wheat, burned Oct. 23. Heavy loss, partially covered by insurance.

Cayuga, N. D.—The eltr. of the St. Anthony & Dakota Eltr. Co. is closed. I have succeeded Harry George as agt. for the Cargill Eltr. Co.—F. L. Smith.

Oriska, N. D.—Farmers Grain Co. incorporated; capital stock, \$50,000; incorporators, Louis Noltimier, G. Raveling, Valley City; Chas. S. Rich, Tower City.

Webster, N. D.—I have succeeded F. Whalen as agt. for the Farmers Grain Co. I was formerly agt. for the St. Anthony & Dakota Eltr. Co. here.—C. S. Flegel.

Rutland, N. D.—The eltr. of the Cargill Eltr. Co. was closed Aug. 1. Robt. J. Lou-den, agt., going to Kidder, S. D., to reopen its eltr. there.—Anton Carlson, agt. St. Anthony & Dakota Eltr. Co.

Kensal, N. D.—The Regan & Lyness Co. has moved its eltr. to Pettibone, Kidder Co., N. D.—We are expecting to put in an extra eltr. leg to take care of the grain from the cleaner.—J. C. Ashley, mgr. Kensal Farmers Eltr. Co.

Kenmare, N. D.—The report that C. G. Ireys is to build an eltr. at Kenmare is not true. The C. G. Ireys Eltr. Co. was bot by the Occident Eltr. Co. Since then I have been sec'y of the Russell-Miller Milling Co.—C. G. Ireys, Minneapolis, Minn.

Neche, N. D.—The Winter, Truesdale, Ames Co. has leased the Minneapolis & Northern Eltr. D. McIver is agt. We are putting in new machinery and making repairs on the Farmers Eltr.—C. E. Briggs, mgr. Neche Grain & Live Stock Co.

Finley, N. D.—Finley Farmers Grain & Eltr. Co. incorporated to operate a general eltr. and storage business; capital stock, \$25,000; incorporators, E. G. Quamme, O. H. Carlson, E. Moe, S. O. Drouen, G. O. Johnson, A. T. Strandness, E. H. Gilbertson, Wm. Oxtan, and F. E. Curry.

OHIO.

Cable, O.—O. M. Clark is building an addition to his eltr.

Chillicothe, O.—It is reported that Clay Snyder & Son will erect a large grain eltr.

Liberty Center, O.—John A. Wright has bot the eltr. of Long & Anderson Grain Co.

Rising Sun, O.—Work on the eltr. of the J. L. Rouze Co. on the H. V. R. R. has been started.

Paulding, O.—Harlan Bros. of Hoopes-ton, Ill., have bot the eltr. of Spelmeyer & Wundell.—C. C. Harlan will reside here.

Miller City, O.—Geo. O. Cruikshank of Leipsic, O., has bot our eltr.—J. F. Ruffing of Ruffing & Missler.

Painesville, O.—We expect to put some new machinery in our flour mill this winter.—The Nickel Plate Mill Co.

Bricé, O.—We have installed a new 80-h. p. boiler, remodeled our engine room and re-equipped our eltr.—J. H. Motz & Co.

Cavette, O.—H. G. Pollock of Middle Point has bot the eltr. of McMillan & Ferguson and now owns and operates two eltrs.

Arcadia, O.—The J. L. Rouze Co. has bot the eltr. of Clyde Wheeland. The company is connected with the I. L. Shaw Co. of Kansas, O.

Springfield, O.—Helen Macdonald Burk, the daughter of J. W. Burk of the Ansted & Burk Co., was married recently to William W. Durham of Chicago.

Marion, O.—The testimony in the case of Samuel H. De Long against J. P. Barnthouse has been completed. The plaintiff, as receiver for the Barnthouse Seed & Grain Co. is suing Mr. Barnthouse, pres. and gen. mgr., for an accounting.

Dayton, O.—The millers and eltr. operators of the Miami territory have recently voted to become an affiliated local to the Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio.

Kingston, O.—Clay Snyder & Sons eltr. has been equipped with an automatic B. S. Constant chain drag and feeder for ear corn by the Burrell Engr. & Constr. Co., Chicago.

A conference of eltr. operators and millers of northwestern Ohio, northeastern Indiana and southeastern Michigan will be held at Lima, O., Nov. 17. Heretofore country shippers have been entertained by various receiving markets, but at Lima they will do the entertaining themselves with complimentary dinner.—Thos. P. Riddle, sec'y Hay & Grain Producers & Shippers Ass'n, Lima, O.

Unscrupulous persons pretending to represent nursery firms, both of known and unknown reputation, have been selling forestry nursery stock, mostly locust and catalpa seedlings, at exorbitant prices, asking from \$20 to \$40 per thousand for one year old seedlings, which can be bot from reliable nursery firms for from \$4 to \$11 per thousand. Planters are urged not to buy from unknown parties, especially agents.—Agri. Expt. Sta.

The College of Agriculture of the Ohio State University will run an "Agricultural Special" over the Wabash railroad, Nov. 15-16, visiting the towns of Montpelier, West Unity, Elmira, Eckley, Wauseon, Delta, Brailay and Monclova on the 15th and stopping at Toledo, Whitehouse, Liberty Center, Napoleon, Okolona, Defiance, Emmett, Cecil and Antwerp on the 16th. The train will stop for an hour at each station and illustrated lectures on "Seed Corn Selection," "Storage and Testing" and "Soil Improvement" will be given. Further information can be obtained from A. B. Graham, sup't agricultural extension, Ohio State University, Columbus, Ohio.

CINCINNATI LETTER.

Gale Bros. Co.'s calendar for November is a reproduction of the harvest picture, "Nature's Bounty," by Lamasure.

Wm. H. Klein, formerly with the Early & Daniel Co., will take charge of the retail sales dept. of the Union Grain & Hay Co.

Thomas Moore of Early & Daniel Co. has fully recovered from his recent illness and will again be actively engaged in the business.

Alfred Gowling, vice pres. and treas. of the Cincinnati Grain Co. and its representative on the Chamber of Commerce, is seriously ill.

The question of new quarters for the Chamber of Commerce is being thoroly discussed. Greenwood Hall is mentioned as a possibility.

Applications for membership in the Cincinnati Chamber of Commerce have been made by James M. Brafford, Indianapolis; E. E. Dannemann, Leonard W. Fay and Purvis M. Gale of Gale Bros. Co. Nine members of this company are members of the Chamber of Commerce.

TOLEDO LETTER.

Congratulations are in order for John Husted of C. A. King & Co. Oct. 31 was the wedding date.

Toledo Produce Exchange interests were represented at the Central Freight Ass'n meeting at Chicago, Nov. 7, by Pres. Anderson, F. O. Paddock and C. S. Coup.

H. C. Dachstelner is a new member of the Produce Exchange. L. Sloan of Grelton, O., has resigned from membership.—A. Gassaway, sec'y Produce Exchange.

Grain receipts at Toledo during October included 428,000 bus. of wheat, 238,000 bus. of corn, 240,000 bus. of oats and 1,000 bus. of rye, compared with 256,800 bus. of wheat, 305,700 bus. of corn, 225,000 bus. of oats and 6,000 bus. of rye received in October, 1910. Shipments during the month included 119,300 bus. of wheat, 51,200 bus. of corn, 238,000 bus. of oats and 1,500 bus. of rye, compared with 193,000 bus. of wheat, 91,700 bus. of corn, 371,000 bus. of oats and 19,800 bus.

of rye shipped in October, 1910.—A. Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Vinita, Okla.—Fred L. Kelly, a wealthy grain dealer of this place, died suddenly Nov. 4 in St. Louis.

Longdale, Okla.—An eltr. of the Kansas City Grain Co. was struck by lightning Oct. 9 and burned to the ground.

Oakwood, Okla.—W. C. Keller, who operates an elevator on the Orient, has joined the Oklahoma Grain Dealers Ass'n.

Alva, Okla.—The Alva Roller Mill has equipped its eltr. with a fan discharge corn sheller, made by B. S. Constant Co.

Hobart, Okla.—D. J. Rutledge, formerly with the Hobart Grain Co., which has been dissolved, is now with the Stinnett Grain Co., Oklahoma City, Okla.

Oklahoma City, Okla.—John H. Moore & Co. of this city are not members of the Oklahoma Ass'n and refuse to settle differences with outsiders by arbitration before the ass'n's committee.

Oklahoma City, Okla.—The jury returned a verdict in favor of the defendant in the case of the Midland Eltr. Co. vs. Frank Harrah, the Harrah Robb Grain Co. and the R. E. Robey Grain Co. About \$10,000 was involved.

OREGON.

Freewater, Ore.—The Peacock Milling Co. is erecting a warehouse with a capacity for 8,000 sacks of wheat.

PENNSYLVANIA.

PHILADELPHIA LETTER.

The Pennsylvania Railroad authorities will decide within a few days whether they will reconstruct the Girard Point Grain Eltr. or erect a new one at Greenwich Point, and Pres. McKnight of the Commercial Exchange has called the grain men together for a conference.

Grain receipts at Philadelphia during October included 1,635,452 bus. of wheat, 126,520 bus. of corn and 567,453 bus. of oats, showing a gain over the receipts for October, 1910. Shipments during the month included 901,045 bus. of wheat and 25,570 bus. of corn, also an increase over last year.

Frank L. Neall, the shipping veteran and commercial statistician, who has been a member of the Commercial Exchange for many years, was the star witness from this city at the recent hearing at Washington, D. C., on import differentials, presenting the claims of Philadelphia with an endless array of unanswerable facts and statistics.

New shelled corn and cob corn is coming in from a number of sections and in good condition thus far. L. G. Graff & Sons received a car load from Indiana which the chief inspector graded as No. 2. L. F. Miller & Sons have received a lot quite recently and the miniature model corn crib of E. L. Rogers & Co. is loaded up to the top with some fine specimens of old and new cob corn, and there is quite a pile lying around the outside.

The calling of a halt by the New York interests to brush aside all differentials on export grain from the West to this terminal, and getting a postponement of the subject until they were more fully prepared, is regarded as practically the first knockdown in favor of Philadelphia, as her representatives were so well fortified as to cause surprise among the "Gothamites," who wanted the "Quakers" to file their briefs for inspection until the next hearing, but they were shrewd enough not to give their ammunition away just at this time, even though it may be a case of "not yet but soon."—S. R. E.

PITTSBURGH LETTER.

November 8 the Pittsburgh Grain & Flour Exchange entertained its friends at an informal smoker.

J. W. Smith & Co. and T. J. Elwood have opened negotiations with Morton Hay & Grain Co. for the purchase of the Pittsburgh Eltr.

The eltr. of D. G. Stewart & Geidel, containing 100,000 bus. of grain burned to the ground Nov. 8 together with four adjoining buildings owned by the firm. Loss, \$250,000. It will be rebuilt.

Cars billed to this market and consigned to others than members of this exchange are not reported on the official bulletin of the railroads to our exchange. This is an order of the railroads and the liability of expense due to car service can only be overcome by shippers instructing the railroad companies to bulletin all cars arriving in their names and billing cars inspection permitted. An order addressed to T. J. Walters, chairman Pittsburgh Freight Committee, and mailed to O. C. Alexander, superintendent, care of the Pittsburgh Grain & Flour Exchange, will receive careful attention and this will overcome the trouble.

SOUTH DAKOTA.

Brentford, S. D.—The eltr. of the Pacific Co. is closed.

Alpena, S. D.—We are closing our eltr.—Farmers Co-operative Eltr. Co.

Milbank, S. D.—Work on the new eltr. of the Empire Co. has been started.

Lily, S. D.—The Farmers Mercantile & Eltr. Co. has bot the eltr. of R. E. Parks.

Marion, S. D.—The Farmers Co-operative Ass'n will build an eltr. to replace the old one.

Willow Lakes, S. D.—F. F. Froelchs has gone to Smith Siding, N. D., to engage in the grain business.

Wagner, S. D.—The Farmers Co-operative Ass'n has installed a Constant Safety Man-lift in its eltr.

Bryant, S. D.—The Farmers Eltr. Co. has bot the Larkin & Metcalf eltr. and has also completed a new office building.

Tolstoy, S. D.—Gundert Bros. of Onaka have traded the eltr. at Onaka to De Mersseman Bros. of Cresbard for their eltr. here.

Bath, S. D.—The coal sheds and empty eltr. of A. J. Murray burned to the ground Oct. 30, causing a loss of several thousand dollars; insurance \$4,000.

Freeman, S. D.—The new eltr. of the Farmers Co-operative Co. will cost about \$6,000 and will be ready for operation before the close of the year.

Sisseton, S. D.—An investigation of the condition of the defunct eltr. managed by H. A. Norby is being made by the state board of railroad commissioners.

Ortley, S. D.—Fire originating in the elevator boot caused the destruction of the Empire eltr. The Empire Co. has leased the McIntyre Frerich eltr., which has been closed, and will use it until it can rebuild.

Emery, S. D.—John E. Carlon, having been legally declared bankrupt Oct. 28, 1910, and having complied with all the requirements of the court touching his bankruptcy, has petitioned the court to have full discharge from all debts except such as are excepted by law. The final hearing will be before the court at Sioux Falls at 10 a. m. Dec. 4.

Stratford, S. D.—It was decided at a recent meeting of a number of the creditors of the defunct South Dakota Farmers Eltr. Co. to make an effort to pay 20% cash on the liabilities and to reorganize the company, if possible, with a capital stock of \$100,000 to \$150,000, to include all the creditors of the old company. The company owes about \$130,000, making about \$26,000 to be paid on the 20%.—Prominent farmers of Brown and Spink counties have organized the Farmers Union Grain Co.; capital stock, \$125,000; stockholders, F. D. Crandall and Geo. D. Dixon, Aberdeen; E. S. Nelson, Stratford; W. E. Waller and R. H. McCaughy, Mellette; F. J. Cross, Randolph, and E. K. Bjerke, Andover.—The Great Western Eltr. will be reopened by C. J. Tollefson as soon as his arrangements are completed.

SOUTHEAST.

Montgomery, Ala.—Herbert Jones and J. J. Lovesay, alleged principals of the firm Morton, Harris & Co., were remanded for trial, Oct. 27, charged with using "bucket shop" methods to obtain \$50,000 from a naval officer. It is claimed that the firm has New York connections.

TENNESSEE.

Union City, Tenn.—G. B. White has been elected to succeed H. B. Horner as general mgr. of the Union City Grain & Feed Co.

Chattanooga, Tenn.—The Chattanooga Feed Co. is building a warehouse and eltr. We are also building a warehouse.—Stegall Feed Co.

Nashville, Tenn.—The International Sugar Feed No. 2 Co. of Minneapolis, Minn., capitalized at \$750,000, has filed a copy of its charter, for record with the Secretary of State of Tennessee.

Fayetteville, Tenn.—The Fayetteville Grain Co. has installed about \$3,000 worth of new machinery in the Bryson warehouse and now operates the entire plant by electricity.—J. W. Hardin is mgr.

The agricultural train that is touring east Tennessee has created so much interest among the farmers, that Commissioner T. F. Peck of the state agricultural department has announced that another train will be run thru the middle and west sections of the state in April.

Nashville, Tenn.—The reshipping order of the Interstate Commerce Commission did not go into effect Nov. 1. After two days of argument, the Commerce Court granted the petition of the grain men and issued an order enjoining the enforcement of the reshipping order until the case can be heard upon its merits. This gives the local grain men a breathing spell in the bitter and determined struggle they are making for Nashville grain interests. The Nashville Board of Trade was represented by Attorney K. T. McConico, and the Grain Exchange by Attorney Lee Douglas, who has succeeded Senator Luke Lea as its attorney.

TEXAS.

Temple, Tex.—The Childress Grain & Eltr. Co. has succeeded A. E. Childress & Co.

Center, Tex.—The Center Grain & Grocery Co., incorporated; capital stock, \$12,000; incorporators, J. J. Rushing, W. J. Owens, W. P. Owens.

J. G. Rainer, Floydada, Tex., Patton-Douglas Grain Co., Texhoma, Okla., and Taylor Grain & Hay Co., Corpus Christi, Tex., have made application for membership in the Texas Grain Dealers Ass'n.

Galveston, Tex.—Exports from this city during October were 56,000 bus. of wheat and 10,000 bus. of corn, compared with no shipments of wheat or corn in Oct., 1910.—John H. Upschulte, chief grain inspector, Galveston Board of Trade.

Plano, Tex.—J. P. Morgan, an employee of the Hughston Grain Co., was killed Nov. 2. While cleaning the corn sheller his clothing became entangled in a set screw on the shaft. He was alone at the time of the accident. He leaves a widow and 5 children.

WASHINGTON.

Creston, Wash.—I have succeeded C. M. Barbre as mgr. of the Creston Union Grain Co.—Henry Hills.

Seattle, Wash.—The resacking rule recently adopted by the grain committee of the Merchants Exchange was reconsidered at a meeting Oct. 26 and approved. The grain committee had adopted the rule covering resacking when 10% of the sacks are poor or worthless because in fixing the minimum at 10% it conformed to the custom in Tacoma and Portland, and considered 10% favorable to all. Furthermore, if the minimum differed from that in other cities a discrimination might be shown

against Seattle. The controversy became heated and the grain men are glad to have it settled.

WISCONSIN.

Wales, Wis.—Eph. Irwin of Dresden is now in charge of the Duluth Eltr.

Colfax, Wis.—J. A. Freestone has installed a new 8-h. p. gasoline engine in his eltr.

Bay City, Wis.—Larson & Swanson will build a 25,000-bu. eltr.—T. E. Ibberson has the contract.

Superior, Wis.—The eltr. of the Belt Line Eltr. Co. will be opened after a period of two years' idleness.

Menasha, Wis.—A new concrete eltr. with a capacity of 60,000 bu. has been completed at the Walter Brewery.

Sheboygan, Wis.—The Konrad Schreier Brewing Co. will build two fire-proof concrete malt houses in the spring.

Monroe, Wis.—H. C. Dahms, formerly mgr. of the Monroe Model Mill is now sec'y and treas.—Monroe Model Mill.

Cylon, Wis.—The recently formed Cylon Eltr. Co. has at last closed the deal with the Western Eltr. Co. of Winona, Minn., and has bot its eltr. here for \$2,500. Pete Peterson is buyer.

Delavan, Wis.—A new feed mill and corn cob grinder have been added to the Cooper & Hughes Mercantile Co.'s eltr. making it one of the best equipped eltrs. in the country. A coal eltr. is nearing completion.

Superior, Wis.—One of Governor McGovern's reasons for not reappointing Mr. Johnson to the Grain & Warehouse Commission was that the governor was not satisfied with the manner in which the finances of the Commission were handled.

Superior, Wis.—H. A. Johnson, former commissioner of the Wisconsin grain and warehouse committee has started legal proceedings in the Circuit Court to oust Ray J. Nye, his successor, claiming that Nye is ineligible because the salary of the office was increased while he was a member of the State Legislature.

Superior, Wis.—Dan R. Patton & Co., who engaged in the grain receiving business here a few months ago, have disappeared, leaving accounts open with Duluth buyers, who are unable to find the members of the firm. They were formerly at Wichita, Kan. Some consignments were received by them but whether settlement has been made with country shippers is unknown.

Superior, Wis.—Eltr. S. of the Great Northern Eltr. Co. was damaged to the extent of from \$2,500 to \$3,000 Nov. 1 by the breaking of one of the water mains on the bin floor and the subsequent starting of the sprinkler system, during a small blaze which threatened for a time to destroy the eltr. A spark from a passing vessel set fire to the dock, burning away about 50 feet of it and working under the eltr. With the aid of the fireboats the fire was kept under control and the eltr. saved, only the basement and lower interior being damaged. The great damage in the eltr. was done by the water from the broken main.

MILWAUKEE LETTER.

Joachim Seefeld, member of the Chamber of Commerce died Oct. 29.

C. H. Baumann is doing a general grain brokerage business, giving special attention to coarse grains.

F. E. Kreig, sec'y of E. G. Hadden & Co., grain merchants, was married to Miss Inez Pearson, Oct. 14, at Peoria.

Walls left standing after a fire in Eltr. B., fell Oct. 20, and injured three men who were tearing down the ruins.

M. H. Potter, sec'y-treas. of Mereness & Potter Co. has been confined to his home by an attack of typhoid fever.

John H. Kurth & Co. will erect a six story malt house to cost \$100,000. The plant will have a daily capacity of 2,400 bus.

GRAIN DEALERS JOURNAL
La Salle St. - Chicago

Grain Carriers

Kansas shippers complain of car shortage.

Lake boats reduced the rate on grain Oct. 31 to 1 cent, Duluth to Buffalo.

Effective midnight, Oct. 31, the rate from Buffalo to New York on wheat was advanced from 3½ to 5c.

Deep waterway extravagance was defeated by the Illinois House of Representatives Oct. 26 by a vote of 65 to 60.

A branch of the Atchison, Topeka & Santa Fe will be built from Woodward, Okla., via Beaver to Liberal and Hugoton, Kan.

The St. Louis-Gulf Barge Line Co. has been formed to operate on the Mississippi River between St. Louis and New Orleans and to take over the property of the Mississippi Valley Transportation Co.

The Rock Island's car loading report shows 137,393 cars for October, compared to 143,246 cars loaded in October, 1910, a difference of 5,853 cars, due in a measure to the falling off of grain tonnage.

Marine insurance rates will remain in effect until Nov. 30, but it is probable that navigation will practically close about the 20th. At Buffalo the grain eltrs. are filling up with the increased grain receipts and there is danger of a car shortage.

A new type of power canal boat capable of stowing away 100,000 bus. of wheat on the 14 ft. draft required by the Canadian canals, has arrived at Montreal, from England, the gain in capacity being due to the use of a Diesel oil engine instead of a steam engine.

Reduction of 87 commodity rates under the long and short haul clause between Minneapolis and Chicago has been requested by the Soo Line, and hearings are being held on the question at Chicago by Examiner Henry Thurtell of the Interstate Commerce Commission.

The Western Grain & Products Co., Hammond, Ind., has filed a complaint with the Interstate Commerce Commission, against the Indiana Harbor and Marquette Railroads, claiming an overcharge of \$2,697 in freight rates on crude syrup from Holland and St. Louis to Hammond.

J. J. Murray, traffic inspector of the public service commission, denies the report that there is a shortage of cars for grain shipments at Buffalo, N. Y. Mr. Murray made an investigation and found a surplus of 700 cars over and above the official record of the cars required for grain shipments.

The joint differential committee of the Chamber of Commerce and the Baltimore Board of Trade has asked the Interstate Commerce Commission to be made a party in the hearing on the differentials on export and import traffic to the West from Atlantic Coast cities. The hearing was granted on complaint of New York.

Notification to shippers of prospective delay must be made by carriers is the decision of the Court of Appeals of Kentucky in the suit by O'Gara, King & Co., against the Chesapeake & Ohio Ry. to recover damages for delay due to failure of the carrier to inform them that an embargo was in effect on certain lines over which the traffic was routed.

The National Industrial Traffic League will hold its annual meeting at Chicago, November 16. The entertainment of the 150 or more delegates expected, is in the hands of a competent committee, including W. M. Hopkins, transportation mgr. of the Chicago Board of Trade. The proposed uniform B/L laws and the uniform classification of freight rates, are two important subjects that will be discussed.

A complaint has been filed with the Interstate Commerce Commission by the Iowa state board of railroad commissioners, charging that 150 railroads are making discriminatory freight rates against the independent glucose manufacturers of Iowa in favor of the Corn Products Co. of Edgewater, N. J. It is also charged that the east bound freight rates on corn and other raw material are too low.

Inspection of the route for the proposed Toledo-Chicago canal was begun Nov. 1 by the national waterways commission. Its promoters are not discouraged by the fact that little or no use is made of the similar canal completed a few years ago across the state of Illinois, and farmers along the route are not averse to expenditure of money in digging the ditch, provided the general public bears the expense.

E. M. Williams, a retail coal dealer of Frankfort, Ky., established an important precedent for coal dealers all over the country when he was awarded a judgment for \$334 and all cost against the Louisville & Nashville Railroad for damages in a number of cases of shortages in coal shipped in carload lots from the mines. This decision by Judge Stout of the Circuit Court helps to place the responsibility for short weights in carload shipments directly on the railroad.

Tracklaying on the new line of the Canadian Pacific Ry. from Victoria Harbor, Ont., to Toronto has been completed, and it will form part of the Canadian Pacific's new grain route from Fort William by water to Victoria Harbor and by rail to Montreal, saving 100 miles over the Owen Sound-Toronto route. The lake vessels will be unloaded at a new 2,000,000-bu. elevator erected at Victoria Harbor, which has been provided with necessary wharves and freight sheds.

Federal control over railroads entirely within a state is extended by the late decision of the Supreme Court of the United States that hereafter all locomotives, cars or other equipment used on any railroad which is a highway of interstate commerce must comply with the federal safety appliance act. The purpose of this act is to protect the life of railway employees. Is the property of shippers any less worthy of protection? Then why not enact a federal law requiring carriers to make their cars safe for the shipment of grain without leakage in transit.

New freight classifications in western, official and southern territories will be made public early in December, the new rates probably going into effect about Feb. 1. For the last three years committees have been working on this readjustment and numerous changes have been made with a view of securing a uniformity of description of articles as well as a uniformity in rules and minimum weights. It is the first time in 20 years that a general revision of rates governing the hauling of freight by the railroads has been made. Shippers who sell for distant delivery need to be cautious.

At a meeting in Cleveland recently the merger of the ownership of about 100 carriers of the larger type was strongly advocated. G. A. Tomlinson of Duluth, owner of 17 of the largest boats, is prominent in the matter and will, if the deal goes thru, which is very probable, have much to do with the management of the consolidated fleet. The idea is to curtail the number of boats in the trade to meet the demand for tonnage and to cut down much of the expense now incurred by the lines singly.

The cost of transportation of freight over the Erie Canal is greater than the cost by rail, according to the Bureau of Railway Economics. The average ton-mile charge of the boatmen for 1909 was 2 mills. The cost to the public of maintaining the canal is 1.55 mills, and the interest on the investment is 5.06 mills, making a total cost of 8.61 mills. For the same year the average freight receipts of the New York Central were 6.2 mills per ton per mile, of the Erie 6.1 and by the Lehigh Valley 6.4 mills.

Engineers appointed by the Canadian Government have recommended the Jordan route for the new Welland Canal. If this route is followed the canal will begin at Morgan's Point, a few miles west of Port Colborne, and will end at Jordan Harbor, where there is a natural harbor. Only two locks, both of great depth, will be used in the canal, which will be built deep enough to accommodate ocean going vessels and warships. The passage will take from 5 to 6 hours instead of 12, as at present. Work will probably be begun in the spring.

The National City Bank of New York has formally announced its refusal to purchase cotton bills which have passed thru the recently formed central bureau in New York, to guard against fraudulent issues of cotton Bs/L in the following notice: "We will buy only such bills of exchange supported by documents covering shipments of cotton that are straight bills—i. e., bills of exchange that do not in the text on the margin contain any reference to documents, to merchandise covered by same, nor any descriptive matter such as marks or numbers of the merchandise covered by such documents."

Counsel for the carriers in the milling in transit hearing before the Interstate Commerce Commission at Kansas City, Oct. 28, announced at the outset, that they would not resist application of carload rates to mixed carloads of transit and non-transit commodities. The transit rules in force worked a serious hardship to millers. A mill in a corn section with a local wheat failure, could not use local corn in the non-transit portion without taking the L. C. L. rate, while the transit portion would take the carload rate. It is necessary to ship in mixed cars as the small merchants were compelled to buy less than car lots.

It is well worth while to read the Grain Dealers Journal, as it keeps a man in touch with the doings of the grain trade. —E. Ehlert, Milwaukee, Wis.

"Good Roads Week," Nov. 13, has been designated by Governor Magn of Virginia and all citizens of that state are requested to devote their united efforts to the betterment of the roads in their vicinity during that time. This proclamation is a great impetus to the good roads movement in the United States as other governors will be asked to issue similar proclamations.

WHEAT DRAWBACK INTERPRETED.

J. Curtis, assistant sec'y of the treasury dept., has just given the following interpretation of the laws governing the milling of wheat "in bond" or under drawback regulations:

Wheat may be imported, the duty paid thereon and the flour and by-products produced therefrom exported with the benefit of drawback equal to 99 per cent of the duty paid, under section 25 of the tariff act of Aug. 5, 1909. In operating under this section it is not necessary to bond the mill, but the duties must be paid on the wheat imported. This wheat may be milled in conjunction with domestic wheat and the drawback obtained. The amount of duty paid less 1 per cent, which is retained by the government, is distributed to the flour and by-products, according to their relative values thereof. If the flour and all by-products are exported, the entire 99 per cent of the duty is refunded. If the flour alone is exported, the by-products retained in this country, only a portion of the duty is refunded, the amount refunded depending upon the relative values of the flour and several by-products.

Wheat may also be imported and milled in bond under section 23 of the tariff act of Aug. 5, 1909. In this case no duty is paid on the imported wheat, but the mill must be bonded and the milling done under government supervision. A storekeeper should be provided and the expenses would have to be defrayed by the party interested and not by the government. The department is not in a position to state whether the expenses of the storekeeper and maintaining a bonded plant would be greater than the loss of the 1 per cent retained by the government under the drawback provision procedure. However, the fact that in order to operate under the drawback provision the duties must be paid, while under the bonded mill procedure it will not be necessary to pay the duties, might be an important consideration.

If the wheat is milled in bond, under the law, the flour must be exported. The by-products may, however, be withdrawn for consumption in this country by the

payment of duty equal to that which would have been assessed had such products been imported from a foreign country.

Crop Improvement Notes.

The crop improvement committee of the Council of Grain Exchanges has supplied many country newspapers with a page of crop improvement plates ready for use, and contributors to its funds have assured a supply of 200 full pages more which are available on application. Merchants in interior towns who would like to see this reading matter given in their home paper are requested to place the publisher in touch with Bert Ball, sec'y, Chicago, Ill. The barley and oats culture plates are about equal in demand.

Professor P. G. Holden and Mr. Ball are about to start on an eastern trip to New York, Philadelphia and Baltimore to address business men in behalf of the crop improvement movement.

For the barley trains to be run beginning in January, the committee is already making the local arrangements. The Northwestern, Milwaukee and Rock Island roads have arranged to furnish equipment to haul the trains free of charge. As far as barley is concerned the brewers are paying the necessary expenses.

NEW GRAIN RECEIVER AT Milwaukee.

B. G. Ellsworth has engaged in the grain business on his own account at Milwaukee, Wis., and is in a position to handle buying or selling orders in either cash or futures.

Born at Iowa Falls, Iowa, in 1866, Mr. Ellsworth was educated in the schools of Milwaukee and entered the employ of L. Bartlett in the grain business in 1888, and was associated with him up to the time of his death last February. Mr. Ellsworth has occupied successively the positions of stenographer, bookkeeper, salesman, vice-president and president of that firm. He was one of the seven organizers of the present clearing-house system and acted as sec'y and treas. of that institution for the period of two years.

A portrait of Mr. Ellsworth is reproduced herewith.



B. G. Ellsworth, Milwaukee, Wis.

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the surest protection obtainable against leakages in transit.

They range in price from 50 cents to \$1.50 per car.

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Wheat, Buckwheat,
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reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

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Feedstuffs

Brice, O.—We handle about 30 cars of commercial feedstuffs each year and the demand is growing.—J. H. Matz

Frank C. McAfee, of Moberly, Mo., has registered Trade Mark No. 53,276, consisting of the word "Hosfat" to designate his brand of horse food.

State Food Commissioner Jackson of Lincoln, Neb., is receiving many applications from manufacturers and dealers for the tags required upon stock foods by the new law.

Baltimore received in October 839 tons of mill feed, compared with 118 tons received in October last year; no shipments of mill feed in October of either year.—Jas. B. Hessong, sec'y Chamber of Commerce.

Minneapolis received in October 3,689 tons of mill stuffs and shipped 59,877 tons, compared with 4,077 tons received and 55,216 shipped in the same month last year.—John G. McHugh, sec'y Chamber of Commerce.

An amendment to the Illinois feed law has recently been passed by the legislature, as House Bill No. 153, by which all commercial feeding stuffs for live stock must have labels printed in English, giving the net weight and analysis of contents.

Milwaukee received 6,510 tons of feed during October, compared with 3,595 tons received in October, 1910. Shipments during the same month amounted to 26,371 tons against 20,578 tons in the corresponding month last year.—H. A. Plumb, sec'y Chamber of Commerce.

Mill offals are at times imported into England from Argentina, Turkey, Russia and India, the larger amount coming from the first-mentioned country, but these imports depend on the demand, which is determined by whether the season has been good or bad, and many months pass at times without any importations whatever.—Consul H. L. Washington.

Corn cockle, on account of its poisonous effect, will be considered an adulterant when found in feeds.—Kentucky Dept. of Agriculture. We are of the opinion that feed which contains even a small amount of cockle is injurious to the health of poultry and stock. Such feeds undoubtedly come under Section 7 of the National Food and Drug Act, which says an article is adulterated in the case of goods if it contains any added poisonous or other added deleterious ingredient.—U. S. Dept. of Agriculture.

Net weights must be stenciled or printed upon bags of grain and flour under the regulations promulgated by R. E. McLin, commissioner of agriculture of Florida. To afford dealers an opportunity to dispose of packages on hand the commissioner will permit the use of stickers until Aug. 1, 1912. A reasonable variation from the stated net weight or measure of the contents of individual packages is permissible, provided this variation is as often above as below the weight or volume stated. This variation shall be determined by the inspector from the changes in the humidity of the atmosphere, from the exposure of the package to evaporation or to absorption of water, and the reasonable variations which attend the filling and weighing or measuring of a package.

The M. C. Peters Mill Co., Omaha, Neb., has won its case against the State of Mississippi in regard to the enforcement of artificial standards for feeds, the court having decided that such standards are contrary to the constitution of the United States and having issued an order perpetually restraining the enforcement of this feature of the Mississippi law against the M. C. Peters Mill Co. The idea that shipments from other states became intrastate in character as soon as they reach their destination and are therefore amenable to any law or regulation that state may wish to enforce is wrong, according to Judge Niles' decision in the above case. He issued an injunction against the State of Mississippi protecting not only the M. C. Peters Mill Co., but all of its agents and customers within the state also.

The third annual convention of the Ass'n of Feed Control Officials of the United States will be held Nov. 17 and 18 at Columbus, O. The following addresses will be delivered on Friday afternoon: "Composition and Feeding Value of Rice By-Products," by Dr. J. E. Halligan; "How Can the Consumer Best Be Protected in the Purchase of Commercial Feeding Stuffs," by Renick W. Dunlap; "Cereal Milling Offals," by Dr. S. K. Johnson, and "Oil Meals," by Benj. L. Purcell. On Saturday morning, Dr. W. H. Jordan will discuss "Compound Feeds," and Dr. E. Brown will speak of "Screenings and Their Use in Feeds." The meetings will be open to the public. The officers of the Ass'n are: L. F. Brown, Albany, N. Y., pres.; Wm. F. Hand, Agri. College, Miss., vice-pres., and J. D. Turner, Lexington, Ky., sec'y and treas.

Enforcement of Texas Feed Law.

The Department of Feed Control of Texas has issued notice that the law requiring all concentrated feedstuffs to be full weight, as tagged, will be rigidly enforced, and that dealers exposing such feed stuff for sale will be regarded as importers, and therefore liable to prosecution where the sacks are found short of the net tagged weight. I have seen a ruling from the Attorney General's Department on the following:

A Texas manufacturer ships a car of feedstuff in sacks containing 100 pounds net, and from shrinkage or waste, the sacks at destination contain 99 lbs. net; held that it is the duty of the dealer to refill the sacks to 100 pounds net.

An out of state manufacturer ships a car of feed stuff in sacks containing 100 lbs. net to a Texas dealer; on arrival of car at destination, the dealer finds it to weigh 98 lbs. to the sack; held that it is the duty of the dealer to re-fill the sacks to 100 pounds net.

A manufacturer stores a lot of feedstuff put up in sacks containing 100 pounds net. Sixty days afterward he sells this feed stuff, and finds that it weighs only 98 pounds net; held that it is his duty to re-fill the sacks to 100 pounds net.

The above opinion based in cases where the feed stuff is tagged 100 pounds net.

The effect of the above ruling and opinion will be to compel all Texas dealers to see that the net weight of feed stuff is as indicated by the tag before offering it for sale. Also that prosecutions will be filed against the Texas dealer offering short weight feed stuffs for sale, on the theory that he is an importer, in cases where he has purchased it from a manufacturer.

G. J. Gibbs, sec'y of the Texas Grain Dealers Ass'n, advises grain dealers to notify manufacturers from whom they may buy feed stuff of the above requirements and to carefully inspect any feed stuff, that is liable for tax, and see that the packages are full net weight as required by law, before offering them for sale.

New Arkansas Feeding Stuffs Law.

Among the provisions of the Arkansas Feeding Stuffs Act in effect June 1, 1911, are the following:

Every parcel of concentrated commercial feeding stuffs exposed for sale shall have a label certifying the weight, which shall be in packages of 5, 10, 25, 50, 75, 100, 125, 150, 175, 200 lbs., giving the name of brand, address of manufacturer, names of each ingredient, percentages of crude fiber, fat, protein and carbohydrates.

Every manufacturer, agent or seller shall register each brand with the commissioner of mines, manufactures and agriculture, and submit a sample; but the manufacturer having registered the brand the agent or seller need not do so.

Tags to be used on brands of commercial feedingstuffs will be supplied by the state treasurer on payment of an inspection fee of 25c a ton. The party receiving tags shall place a stamp furnished by the Commissioner of Mines, Manufactures and Agriculture, on all concentrated commercial feeding stuff shipments made by him, except on unadulterated grains, and shall furnish all purchasers of concentrated commercial feeding stuffs sold in bulk or packages a hand card and sufficient tax stamps to cover the same. Inspection stamps will be redeemed by the department issuing them, upon return of the unused stamps. This act does not restrict the sale of concentrated commercial feeding stuffs between parties who mix them for sale. In that case tags properly filled out should be attached to the feeding stuffs shipped and a duplicate tag filled with the Commissioner, with request for inspection.

The food stuffs of any manufacturer, importer, jobber, agent or dealer not complying with the requirements of these laws shall be seized by the Commissioner of Mines, Manufactures and Agriculture, and condemned, sold or destroyed by him.

It is unlawful to expose for sale any mixed or compounded commercial feeding stuff containing crushed or ground ear corn as it is, in itself, a concentrated commercial feeding stuff.

The Commissioner of Mines, Manufactures and Agriculture may suspend the sale of any feeding stuff that he may have reason to believe does not comply with the requirements of the law, until an investigation can be made. He shall have free access to all places of business connected with the feeding stuff industry and shall receive not less than 10 samples of not less than 1 lb. each, of all concentrated commercial feeding stuffs, for analysis annually or upon demand and payment and shall publish the results of such analysis in report or bulletin form.

The selling of any concentrated commercial feeding stuff without proper stamps or tags, the use of counterfeit or used stamps or a refusal to comply with the requirements of this law will be considered as violations of same and will be punishable by a fine of not less than \$50 and not more than \$200 for the first offense.

Supply Trade

Atlanta, Ga.:—The name of the Gibbs Gas Engine Co. has been changed to the Standard Gas Power Co.

No man who wants to make a success of his business can afford to neglect the reading of his trade journal.

Sidney, O.:—The Philip Smith Mfg. Co., owing to the continued demand, is working full capacity, with orders waiting.

Muncy, Pa.:—Sprout, Waldron & Co. announce the appointment of J. J. Crofut & Co., Portland, Ore., as their Pacific Coast representative.

Silver Creek, N. Y.:—The S. Howes Co. calendar for November illustrates the Eureka Combined Corn and Cob and Small Grain Cleaner. A request will put you on their mailing list for these monthly calendars.

Peoria, Ill.:—The Hebdenniss Continuous Weigher Co. has installed scales in several elevators for the purpose of reference and as a means of experiment. Reports to date are said to have been very favorable.

Chicago, Ill.:—Recent sales by the Hess Warming & Ventilating Co. of Hess Grain Driers are to A. G. Cox, Osseo, Wis., for drying buckwheat and grain; S. M. Isbell & Co., Jackson, Mich., for beans and grains; Jordan & Montgomery Co., Indianapolis, Ind., for grain.

Chicago, Ill.:—An interesting exhibit at the recent Brewers' Convention was that of H. W. Johns-Manville Co., New York, N. Y. Waterproof papers, roofings, asbestos shingles, lumber, stucco, brine and ammonia pipe covering, asbestos packings, etc., were attractively shown.

Kansas City, Mo.:—A bankrupt's petition for discharge has been filed by M. J. Travis, until recently a constructor of grain elevators, with offices in this city. A hearing is ordered for the 30th of November in the U. S. District Court for the Western Division of the Western District of Missouri.

Cleveland, O.:—The Executive Committee of the National Gas & Gasoline Engine Trades' Ass'n, at a recent meeting in Cleveland, decided that the date of the next annual meeting be Dec. 5-8th, inclusive, at Cleveland, with the Hotel Hollenden as headquarters. An exhibit of accessories will be an important and special feature of the convention.

Chicago, Ill.:—The demand for moisture testers has been so much greater than usual this fall, the Hess Warming & Ventilating Co. has been unable to get any stock ahead or even keep up with orders. The new corn crop promises to make the tester more necessary to the successful grain merchant than ever.

Cleveland, O.:—A handsome catalog No. 32 has just been issued by the C. O. Bartlett & Snow Co., devoted to Triump Drop Forged Chains. The company has prepared this catalog with a special view to making it useful to engineers, with definite information of material used and elements of application. Its thoroughness of detail should make it of special value to all interested in the economical handling of material.

The Richardson Scale Co. of New York and Chicago were among the exhibitors at the Chicago Brewers' Expo-

sition. It had on view a small scale in operation and also a scale of 1,000-bus. hourly capacity. This was fitted with a special automatic stop counter, which automatically stops the scale after a certain pre-determined number of weighings have taken place, and in connection it will automatically throw out a switch which will stop motor running the elevator.

Birmingham, Ala.:—Due to the fast-increasing business, the H. W. Johns-Manville Co. has found it necessary to change the location of its office from 1220 Empire Building to 606 Chamber of Commerce Building, being better adapted for its requirements. This office will continue under the management of W. H. Fleming, who is well known throughout this section of the country, having been connected with the New Orleans branch for a considerable time. A complete line of well-known J-M Asbestos and Magnesia Products, Electrical Supplies, Packings, etc., will be handled.

ARGENTINE BOARDS OF TRADE.

Argentina has two grain exchanges, one at Buenos Aires, known as the "Mercado a Termino," and the other at Rosario, known as the "Mercado General." Just as in the United States, these markets are erroneously designated "option markets," altho options are neither recognized nor registered. As at Chicago and Minneapolis, these markets do a legitimate trade in grain for future delivery, the seller having absolutely no option but to make delivery himself or procure another to fill his contract.

Unlike North American grain exchanges, those of Argentina feel called upon to perform services that in the north are well covered by individual enterprise. Hence they have a working capital and declare dividends to members.

The Buenos Aires Mercado a Termino has an authorized capital of \$600,000, of which \$256,000 is paid up, on which the net profits of the season 1910-11 were \$280,474, which has been distributed as follows: directors' fees, \$39,266; to reserve fund, \$28,047; to dividends, \$48,000; to strengthen reserve fund, \$165,161.

While Buenos Aires grain exchange declared a dividend of 20 per cent, that of Rosario declared 125 per cent on a capital of \$100,000 paid up, altho Rosario handles a smaller volume of grain than Buenos Aires, the latter having reduced its fees for registration of contracts. At Buenos Aires no one may hold more than one share, and there are 400 shareholders.

The directors of the Buenos Aires exchange propose to invest \$150,000 of the reserve fund in the construction and operation of grain depots, the weight and quality of the contents to be guaranteed by the exchange to the end that capital may be obtained for the financing of the crop movement by loans on warehouse certificates.

The Italian wheat crop, according to the government report, made 192,000,000 bus. against 153,360,000 bus. last year.

Under the present state of affairs one farmer will sell a wagonload of corn which contains fully twice as much moisture as that sold by another farmer. As a result the one wagonload of corn will contain perhaps only two-thirds or three-fourths the feeding value of the other. The only absolutely fair way would be to sell corn on a moisture-free basis.—*Wallace's Farmer.*

O'GARA COAL COMPANY

PRODUCERS AND SHIPPERS OF

Grain Elevator
Trade Given Our
Special Attention

HARRISBURG, ILL., SPRINGFIELD DISTRICT, ILLINOIS, LINTON
and CLINTON DISTRICTS, INDIANA, CAMBRIDGE, OHIO,
and FAIRMONT, WEST VIRGINIA, COAL

Annual Output
7,000,000 Tons

MARQUETTE BUILDING,

CHICAGO, ILLINOIS

Supreme Court Decisions

Arbitrators Need Not Take Oath.—Arbitrators need not take an oath in order to render their proceeding valid.—*Lilley v. Tuttle*, Supreme Court of Colorado, 117 Pac. 896.

Notes Given in Margin Transactions.—Recovery on notes cannot be defeated on the ground that they were given in gambling transactions, where the maker's own testimony shows that the stock dealings in question were not of such character.—*Faux v. Fittler*, Supreme Court of Pennsylvania, 81 Atl. 91.

Restraint of Trade.—A contract in restraint of trade will be sustained only when the restraint is no more extensive than is reasonably required to protect the covenantor's interest in the property sold, and when it does not interfere with the public's interest by creating a monopoly.—*Barrone v. Moseley Bros.*, Court of Appeals of Kentucky, 139 S. W. 869.

Sale of Crop.—Where parties enter into a contract whereby one agrees to sell and the other to buy a designated amount of cotton, stated in the contract as being a portion of a particular crop then in existence, a condition is implied (unless the contrary is stated) that delivery of the specified amount is to be required only in the event the designated crop yields that amount.—*Russell v. Camp*, Court of Appeals of Georgia, 72 S. E. 60.

Umpire in Arbitration.—An "umpire" is one called into an arbitration to act only after a disagreement between the arbitrators, and his opinion and judgment as to the points of disagreement must control and determine the award; but he has no right, in the absence of one of the parties and one of the arbitrators, to act on information from the other party and arbitrator.—*Cravens v. Estes*, Court of Appeals of Kentucky, 139 S. W. 761.

Limitation of Carrier's Liability.—Where a carrier delivers to the shipper a receipt for goods which limits its common-law liability, it must, to bind the shipper, show that he was aware of the restriction in the receipt, and, where the carrier seeks to bind the consignee by the act of the consignor, it must show that the consignor had authority to bind the consignee by such restriction.—*Plaff v. Pacific Express Co.*, Supreme Court of Illinois, 95 N. E. 1089.

Effect of Purchase Without Delivery.—When a customer gives money to a broker to invest, the broker holds it in trust until he has received the securities in which he is to invest it. No mere contract of purchase satisfies the condition on which he may be permitted to appropriate it, but only an actual delivery to him of the securities or an appropriation on the purchase of like securities within his control.—*In re A. O. Brown & Co.*, U. S. District Court, New York, 189 Fed. 440.

Measure of Damages.—Plaintiff purchased brewers' grain of defendant, intended for resale in a foreign country, delivery being made f. o. b. cars at defendant's residence for transportation. Defendant failed to deliver the full amount, and was the only one at that point having such grain for sale. The transportation from the nearest other market where this grain was obtainable to the country where plaintiff intended to resell the grains was less than the charges from the place of delivery to that country. Held that, the damages allowed in such cases being only compensatory, the plaintiff could not recover as damages the transportation charges for carrying the grain from the point where he covered the shortage to the original place of delivery, for the grain was not intended for use at that place, despite the rule that the measure of damages in such cases is the difference between the contract price and the

market value of the article at the time when and place where it should have been delivered, in addition to damages for the increased price he might have to pay at the nearest market.—*Houston Ice & Brewing Co. v. Tiemer*, Court of Civil Appeals of Texas, 139 S. W. 992.

State Regulation of Carrier Invalid.—Laws Or. 1907, p. 82, § 27, requiring all railroads to switch for a reasonable compensation, and to deliver without discrimination or unreasonable delay any freight or cars, loaded or empty, destined to any point on their tracks or connecting lines, includes interstate as well as intrastate commerce, and makes exchange of all kinds of freight mandatory on connecting railroads and is invalid as interfering with interstate commerce, and an order of the State Railroad Commission to enforce the provision is invalid.—*Southern Pacific Co. v. Campbell*, Oregon Circuit Court, 189 Fed. 696.

Limitation of Amount of Carrier's Liability.—A common carrier may by a contract fairly entered into with a shipper limit the amount of its liability for negligence, and the validity of such a contract is not affected by the fact that the carrier uses printed Bs/L, which fix an arbitrary value for all packages, having no relation to their real value, beyond which it is not to be liable unless a greater value is stated by the shipper and more freight paid, where the facts are fully understood by the shipper who declines to place a valuation on the property, and assents to the limitation in consideration of a reduced rate.—*George N. Pierce Co. v. Wells, Fargo & Co.*, U. S. Circuit Court of Appeals, 189 Fed. 561.

Trade Custom in Evidence.—Defendant shipped live stock to a commission firm in another state, and plaintiff, a local firm, drew a sight draft upon the consignor, and it was paid. The live stock when sold brought less than the amount of the draft, and plaintiff, though not having been assigned the claim of the foreign commission house, sued upon the theory that it had advanced the amount of the draft to defendant as a loan. The two commission houses were allied, in that one partner was a member of each firm. Held, that evidence of the custom of representatives in drawing drafts upon Eastern houses in such cases was admissible, tending to rebut plaintiff's theory that it had made a loan or advancement to defendant, there being other evidence tending to show that plaintiff was a mere agent for the Eastern firm.—*Knollin v. Western Live Stock Commission Co.*, Supreme Court of Colorado, 117 Pac. 999.

Landlord and Tenant.—A contract between a life tenant and another provided that the other party should plow the land let and rented to him, and cultivate a crop of wheat, have it cut and threshed, and deliver one-third of the wheat to the life tenant as the part and share belonging to her, and that he would receive as his part, and in payment for the work and labor done by him, and expenses incurred by him in the production of the crop, two-thirds of the wheat, and the straw. *Burns' Ann. St. 1908, § 8069*, provides that when a tenant for life, who shall have demised any land, shall die on or after the rent becomes due and payable, his executor or administrator may recover from the under-tenant the whole rent due, and that if he die before any rent is to become due they may recover the portion of rent which accrued before his death, and that the remainderman shall recover the residue. Section 2777 provides for an inventory of personal estate. Held, that the contract was not a lease, but a cropping agreement, under which a tenancy in common in the crop was intended by the parties and implied by law; and hence that the land was not leased or "demised," within the meaning of section 8069, and that, under section 2777, the share of the life tenant dying before the wheat was threshed should be inventoried as her personal estate, and go to her personal representative.—*Frame's estate v. Frame*, Appellate Court of Indiana, 96 N. E. 35.

What is "Immediate" Acceptance.

The Browne Grain Co., McKinney, Tex., plaintiff, v. the Corn Belt Grain Co., Atchison, Kan., defendant, before the arbitration committee of the Kansas Grain Dealers Ass'n.

On July 1, 1911, the plaintiff, Browne Grain Co., wrote to the Corn Belt Grain Co. asking it to wire lowest price on No. 2 white and mixed corn. The defendant received this letter on July 3, and answered by wire in cipher offering 5,000 bus. No. 2 corn at 75¢c delivered McKinney, subject to immediate reply by telegraph. The evidence shows that this message was filed at Atchison at 11:45 a. m. and was delivered to the plaintiff at 1:50 p. m. The plaintiff then proceeded to translate this cipher message, decided at once to accept the offer, and prepared a cipher message acknowledging receipt of the telegram and saying to book the 5,000 bushels No. 2 corn. The telegraph messenger was called for and this message was filed for transmission at 2:40 p. m. and said message was received at Atchison at 5:55 p. m. and was telephoned to the defendant at 6:05 p. m. after it had closed its office for the day.

On basis of the offer and its acceptance the plaintiff claims to have bought the 5,000 bus. of corn. The defendant claims that it did not sell the corn because the acceptance was not "immediate" and upon its refusal to make shipment, the plaintiff on July 5 bought in 5,000 bus. corn at 80¢c and asks that the defendant reimburse it for the difference. The plaintiff sustained a loss of 4¢c per bushel but files its claim only for 4¢c a bushel on 5,000 bushels, or \$218.75.

Considering the time for the filing of the message making the offer, its receipt by the plaintiff and its reply, and the message's delivery the same day to the defendant, and also giving due consideration to the distance between the two points, your committee holds that the plaintiff's position is well taken, that it acted with promptness, that it was entitled to the corn, and not getting the corn is entitled to the damages it suffered and asks for. The defendant is ordered to pay to the plaintiff the amount of its claim, \$218.75. The costs of this arbitration, taxed at \$5.00, to be paid by the defendant.

C. A. Smith,
I. A. Pribble,
F. B. Bonebrake,
Committee.

Giving Private for Official Inspection is Negligence.

R. Lupton, of San Antonio, Tex., v. Julian A. Ivy Grain Co., of Ft. Worth, Tex., before the arbitration committee of the Texas Grain Dealers Ass'n., to recover \$206.00, alleged loss on a car load of corn.

Feb. 16, 1911, defendant sold to plaintiff 40,000 lbs. No. 2 mixed corn in sacks at 60½ cents delivered Texas group 3 points for shipment within 5 days to Menard, Tex. The defendant's confirmation specified "Fort Worth weights and grades." The plaintiff's confirmation did not state what weights and grades should govern and we therefore hold that the sale was to be governed by Fort Worth weights and grades, as stated in defendant's confirmation.

When the defendant attempted to ship the corn to Menard, as instructed by plaintiff, it was found that no rates and diversions were in effect to Menard, that being a new station on the Frisco, whereupon defendant immediately so notified the plaintiff, who requested defendant to ship the car to Brady, Texas, and there to re-bill it to Menard. The defendant wired that he would ship to Brady, and that plaintiff could re-bill to Menard. This was done, but there was considerable delay in the movement of the shipment from Fort Worth to Brady, and from Brady to Menard.

The car was refused at Menard on account of being in damaged condition and many communications passed between the parties, but no settlement was reached. Plaintiff being unable to sell the corn in Menard, it was returned to Fort Worth on the original billing and was there sold on basis of 44 cents per bu. f. o. b. Menard. The plaintiff rendered defendant a bill for \$206.00, which included the loss on the corn, certain freight charges and plaintiff's expenses in going to Menard and Fort Worth, while effecting disposition of the shipment.

We find from the testimony that defendant was to furnish official inspection on the shipment, but that he furnished only the certificate of a private person in Fort Worth, and we are therefore of opin-

ion that defendant was negligent in not furnishing plaintiff official inspection, as set forth and promised in his letter to plaintiff under date Feb. 17, 1911.

We will therefore find in favor of the plaintiff, but will eliminate his charge of \$16 freight from Brady to Menard, as it is clear to us that it was the duty of plaintiff to re-bill the car from Brady, and that the additional freight should be borne by plaintiff. We will also eliminate the plaintiff's charge of \$25 for his expenses in making trip to Fort Worth. It is shown that Mr. Ivy assisted in making disposition of the corn when it was returned to Fort Worth. We think that Mr. Lupton could have made disposition of the corn in Fort Worth without the necessity of a personal visit to that market. Plaintiff's expense to Menard we consider a proper item, for the reason that Menard was a new station. The plaintiff also has claimed a commission of \$4.17 for selling the corn in Fort Worth, but this item we decline to allow on the ground that defendant assisted him in procuring the best disposition of the corn in Fort Worth.

We will require that plaintiff file with the secretary evidence that he ordered the car re-billed from Brady to Menard immediately on payment of defendant's draft for the shipment, and when this evidence is filed with the secretary, it is our order that the Julian A. Ivy Grain Co. pay to E. Lupton, at San Antonio, Tex., the sum of \$165.00, and that the secretary be instructed to return the deposit fee of plaintiff. The cost of this arbitration to be assessed against the defendant.

J. A. Hughes,
A. B. Crouch,
J. Z. Keel,
Committee.

No Claims Without Confirmation.

Harvey Reed, Plaintiff, v. Kemper Grain Co., Defendant, before the Arbitration Committee of the Kansas Grain Dealers Ass'n.

The plaintiff claims to have bot by telephone from the Kemper Grain Co., defendants, a car load of corn on June 29, 1911. The defendants deny having made any such sale to the plaintiff. The entire matter hinges upon a telephone conversation, over which it is evident there was a misunderstanding.

It appears that no confirmations whatever were made by either party, hence, there is no record showing that any trade was made between them, and for this reason the case is ordered dismissed and the secretary is directed to return to each party his deposit fee.

C. A. Smith,
I. A. Pribble,
F. B. Bonebrake,
Arbitration Committee.

The Grain Dealers Journal contains the really valuable information the grain man needs.—C. B. Lowe, mgr. Minonk Eltr. & Supply Co., Minonk, Ill.

One of the latest and most practical advertising novelties being sent out by the Halliday Elevator Co., Cairo, Ill., is in the form of a clothes brush, bearing the name, address and trade mark of the sender. Every grain dealer is anxious to brush the dust off his clothes and into his purse.

Had reciprocity gone into effect, according to John Kennedy, vice-president of the Grain Growers of Canada, the Canadian farmers would have netted about 70c on 25,000,000 bus. of feed wheat. With a duty of 25c a bu. and a selling price in the States of about 70c, however, he will be unable to sell it across the line at a profit. A vast amount of wheat has been rendered unfit for milling purposes by the bad weather.

A self-cleaning spark arrester, which can be fitted over the funnel of any locomotive at slight cost has been invented and patented in Western Australia. It consists mainly of two oppositely revolving fans with gauze vanes operated entirely by draft and controlled by gearing. By an arrangement of spark catchers and fixed vanes, vacuums taking all the sparks from the vanes of the fans are formed, the waste steam being carried away thru separate chambers.

Books Received

IMPORTS OF FARM AND FOREST PRODUCTS, 1908-1910, by countries from which consigned, compiled by the Division of Production and Distribution, contains 80 pages of interesting facts, having an arrangement of statistics and a determination of totals, with various comparisons. Bureau of Statistics Bulletin No. 90, U. S. Dept. of Agri., Washington.

THE STORY OF BREAD is the title of a handsome booklet by Edwin L. Baker, profusely illustrated by Glenn V. Johnson. It tells a story "more than 50 centuries old" in 30 pages, explaining in an interesting manner, the origin, growth and success of the reaper. A copy will be mailed to anyone on request by the International Harvester Co., Chicago, Ill.

MARKETING GRAIN AND LIVESTOCK in the Pacific coast region is a valuable pamphlet of 94 pages written by Frank Andrews, statistical scientist and assistant chief of division of production and distribution, containing data relating to the changes in costs and methods of marketing in the last 40 years and showing changes in trade movements within that time. Bureau of Statistics Bulletin No. 89, U. S. Dept. of Agri., Washington.

WINTER EMMER.—From a single dozen plants of winter emmer which survived the winter of 1907-8 Professor B. C. Buffum at Worland, Wyo., in the fall of 1911, has obtained an increase to 20,000 bus. The 1908 crop was 34 bus. and the 1910 crop 710 bus. Mark A. Carleton, cerealist of the Buro of Plant Industry, has compiled all available information on winter emmer, together with a description of the work at Worland in a bulletin just published on "Winter Emmer," with 7 engravings showing its varieties and field stands and 24 pages of text. Farmers Bulletin 466, U. S. Dept. of Agriculture, Washington.

STOCK FEEDS AND FEEDING is a comprehensive book of 306 pages, with 24 illustrations, written by James Edward Halligan, chemist in charge, Louisiana State Experiment Station. The subject has been treated in a simple and practical way so that it is easy to understand and many valuable points can be gleaned from it by the farmer who wishes to save expense in feeding, by feeding the right kind and quantity of feeds to produce results that will add money to his bank account. It can also be used as a text book and will interest those dealing in commercial feeds. Among the 38 chapters of the book are "Feedstuffs as a Source of Energy," "Natural Stock Feeds," "Commercial Feeds," "Classes of Commercial Feeds," "Feedstuffs Laws and Adulterants," "Feeding Standards," "How to Balance a Ration," "Computation of Rations according to Energy Values." The Chemical Publishing Co., Easton, Pa. Price, \$2.50.

NOON HOUR AT PEORIA.

Twelve o'clock, doors are locked, some left open, and the Peoria market is at a standstill. Can't help it; you can't work on an empty stomach; at least, the Peoria dealers can't.

The clam chowder, ham sandwiches and buttermilk markets immediately go down, sometimes up, as the grain dealers gather beneath the stairway in the rotunda of the Board of Trade, and adjust their folding chairs to folding tables—and eat.

There "around the board" one will hear the market predictions, crop reports, speculations and gossip of the trade. It is an old custom, and will continue on thru years. Business will not be conducted between the hours of twelve and one in the Peoria market.

The Millers Mutual Liability & Casualty Co. has been organized at Chicago by the Millers National Insurance Co., to be operated entirely independent of the latter and solely by policyholders. The purpose of the promoters is to provide good insurance at low cost, and to minimize the necessity for state taxation of manufacturers to provide any workmen's insurance fund, with the consequent political waste. The new company merits the support of mill operators.

The Ellis Grain Drier

Three reasons why it holds the record as the drier of the century:

- 1st. For a given size there is **five times** more grain surface exposed to the air currents than in any other drier.
- 2nd. The grain being divided into thin vertical columns of **even thickness**, and the air currents striking on **both sides** of the column, **even drying** is assured.
- 3rd. Corn handled through the Ellis Drier is **never broken or discolored**, owing to the **low drying temperature** used.

Write for catalog and bulletins.

The Ellis Drier Co.

Postal Telegraph Bdg.
CHICAGO
U. S. A.

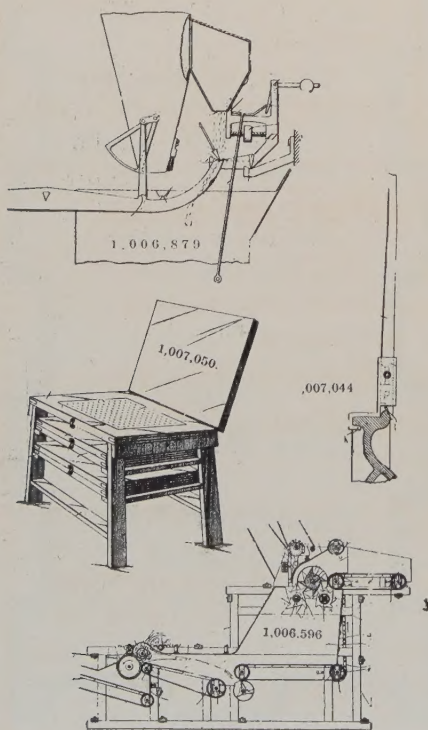
Patents Granted

Automatic Weighing Machine. No. 1,006,879. (See cut.) Henry Richardson, New York, N. Y. The combination of a weigh hopper and beam, a supply hopper, means for controlling the discharge of material therefrom, and a compensator for controlling the operation of the discharge controlling means, such compensator being influenced by a column of material falling from the supply hopper and arranged to act upon the weigh beam with a force varying according to the weight of the material.

Car Mover. No. 1,007,044. (See cut.) Jas. F. Pride, Waukesha, Wis. The combination of an angular jaw member and a lever, the jaw member having one end formed for engagement with the tread of a wheel; and a hook portion on the end adapted to embrace one edge of the rim of the wheel, the opposite end of the jaw member slidably embracing one end of the lever, the end of the lever being adapted to engage against the opposite edge of the wheel rim, the contacting portion of the lever being provided with an inclined engaging surface.

Seed Corn Tester. No. 1,007,050. (See cut.) Maurice T. Bascom, Adair, Ia. The combination of a flat table top supported by legs equipped with guide bars. The top has a rectangular depression in which are a series of round recesses arranged in rows longitudinally and transversely. An absorbent sheet with a perforation at each recess is placed over this depression. A flat cover is hinged to the table top and fits flat on it when closed. Water is poured thru an opening in the cover. A number of germinating devices, each comprising a flat board with a depression and recesses are detachably mounted on the guide bars.

Alfalfa Mill. No. 1,006,596. (See cut.) Edward F. Rose, Nebraska City, Neb., assignor to Kansas City Feed Co., Ltd., Prescott, Ariz. In an alfalfa mill, a stem-breaking mechanism comprising a roll having peripheral teeth, the teeth being spaced relatively far apart longitudinally of the roll, a roll having peripheral teeth intermeshing with the teeth of the first



roll, the rolls rotating in opposite directions, a third roll having peripheral teeth that intermesh with the teeth of the first roll, means for rotating the rolls, the first and third rolls rotating in the same direction, the first roll being located above and between the other rolls and means for guiding the material between the first and second rolls.

The Insurance Inspector's Warning.

Rich Autumn's flaunting
Her harvest's display,
Her corn she has ready
For market today.

Jack Frost is tinting
The fields with rare skill,
And all God's creation
Seem alive and a-thrill.

The Autumn's demanding
His best from each man,
His care and his judgment,
His power and his plan.

Has your life ripened
To the full of its power?
Is your harvest ready
Like Nature's dower?

Your grounds and your mind,
Are they free from all weeds?
Your cob-house and soul,
Are they clean for your needs?

Are you master of you?
Is your dust-house tight?
So no hazardous spark
Can either ignite?

Are boxings well cleaned
Of worn chilled gum?
Your tubes free from clogs
So machines easy run?

Your heart and your engine,
Is each working right?
Oiled ready for action,
To work with full might?

Abandon the use
Of torch, rags and waste,
In Grain House or Life
They degenerate taste.

Have strong barrels full
Of strong, sweet brine,
And dampen the fellow
Who incinerates time.

Have stoves well installed,
Not too close to the wall,
With zinc shield beneath
Where ashes may fall.

Have two things inspected,
Your flue and your tho't,
In this way success
And safety are wrought.

Look well to this now,
Then Nature and You
Will reap golden harvests
And days of bright hue.

R.

More than 61 tons of seeds were distributed free to individuals and institutions, from January to June, 1911, according to the report of the Brazilian Agriculture Inspection and Defence Service, to the Minister of Agriculture. During May and June 100 tons of wheat alone were distributed to the farmers in Rio Grande do Sul.

Simon J. Herzig, alias Geo. Graham Rice, and Bernard H. Scheffels and their partners, who are charged with misuse of the mails to defraud investors thru their string of alleged bucket shops faced the evidence of several thousand telegrams from their branch offices in Milwaukee, Detroit, Philadelphia, Boston and Providence and from dissatisfied customers in those cities who had complained to the head office, in their trial in New York Oct. 31. Testimony of Wallace L. Durrant, the company's bookkeeper, showed that when a customer complained too incessantly of the delay in delivery of stocks, Herzig would send a rush order to some curb broker, instructing him to buy and ship at once.

THE ORIGIN OF FIRES.

Wm. Reed, Oxford, Mich., Sec'y of the Mutual Fire Prevention Buro, in an effort to determine the causes of fire and promote their prevention in flour mill and grain elevators, is collecting data regarding the start, progress and extinguishment of fires in their incipency and will welcome any information along this line. He sends us the following list of fires extinguished early enough as the facts were determined:

No. 1. Fire originated in the housing of the grain separator, caused by the friction of the fan-shaft on the bell shaped iron casting surrounding the shaft and set back into the air chamber to prevent grease and dirt getting into the air chamber and prevent the box coming in contact with the wood. Examine your cleaners and see that like conditions do not exist. Chip out the bell shaped casting sufficient to make sure that the shaft cannot settle and come in contact with the metal. Protect the increased openings by a leather collar or some other non-combustible material.

No. 2. Fire originated in the eccentric bearing of a sieve-bolter. This eccentric bearing was bolted to the lower frame of the machine; the bearing got warm and could not be controlled by the miller, who closed the plant down and left a man in charge to take off the bridge trees that supported the shaft. The helper, left to take off the bridge tree, did not go to the machine immediately, but in the course of an hour commenced taking off the parts preparatory to lowering the bridge tree and was working under the machine for some time and had stretched out to rest when he heard a crackling and snapping. He immediately came out from under the machine and found the interior of one section in flames. The plant had probably been shut down an hour and a half at that time. This indicates the necessity of carefully staying by a hot box and examining all the surroundings to make sure there is no danger from fire. Fires from hot boxes develop slowly.

No. 3. Fire discovered in top of elevator about midnight, or shortly thereafter. Fire caused by defective lamp cord that was being used for an extension cord to examine the contents of the bins in the elevator. On examining this circuit it was found that it was fused for twenty amperes instead of six, and that the lamp cord was frayed out in a great many places. This emphasizes the necessity of using standard extension cord and examining your circuits to see that they are not over-fused.

No. 4. Fire originated by the metal cheek piece on a roll dropping down between the rolls. Never permit metal cheek pieces at the ends of rolls, use leather.

No. 5. Fire originated in the engine room, by the engineer going to a tool cupboard for a tool with an open torch in his hand. Evidently a piece of waste in the cupboard became ignited when he was leaving, and the fire was not discovered until the tool cupboard was destroyed. Forbid open lights everywhere.

No. 6. Window from engine room taken out and laid on back of boiler on top of brick work. Fire was discovered when window frame was in flames and was about to communicate fire to roof of the boiler room. Keep combustible material away from boiler setting.

No. 7. Fire discovered in top of elevator. Origin of fire spontaneous combustion in an unused spout from the turntable to the dryer. This spout had not been used for a long time and was filled up with dirt, dust, oat clippings, etc.

All of the above fires were extinguished or controlled by the ever ready and handy barrels of salt water.

Norman J. Colman, was stricken with apoplexy near Lexington Junction, Mo., while enroute to St. Louis and died on the train. He was the first secretary of agriculture of the United States and was active in starting the government experiment stations.

Potash deposits sufficient to supply the United States have been discovered in the west by scientists of the department of agriculture, according to Secretary Wilson, but the location of the find has not been given out as yet. We have been buying about \$12,000,000 worth of potash a year from Germany.

Fire Insurance Companies

EVERY POLICY HOLDER IS A STOCKHOLDER IN THE MICHIGAN MILLERS MUTUAL FIRE INSURANCE COMPANY OF LANSING, MICHIGAN

Therefore, every Policyholder is vitally interested in the size of his dividend (deducted every six months from the assessment levied). These dividends may be increased by

THE PREVENTION OF FIRES

All fires are the same size at the start

70% OF THEM ARE PREVENTABLE 90% ARE EXTINGUISHABLE

AGENTS: { C. H. RIDGWAY, 426 Midland Building, Kansas City, Mo.
H. M. GILES, Flour Exchange, Minneapolis, Minn.
I. N. JUST, American Bank Building, Seattle, Wash.



WHEN your money is represented by grain stored in an elevator you need it insured against loss by fire.

The amount will vary and if you receive full protection you must necessarily seek a company that offers you a convenient and economical method of adjusting the insurance needed to safeguard the values in storage.

Our mutual certificates which are issued at a definite cost, with full privilege of cancellation at your discretion, will solve the problem.

Write for our cost per \$1000
insurance per month.



INDIANAPOLIS, IND.

Sioux Falls, S. D. BRANCH OFFICES: Kansas City, Mo.

Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

Millers' National Insurance Co.

137 S. La Salle St., Chicago, Ill.
Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets . . . \$1,645,117.65
Net Cash Surplus and
Permanent Fund . . . 966,846.27
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ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary
SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and
contents.

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in nine years.

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E. H. MORELAND, Sec.

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B. P. ST. JOHN, Treas.

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Each ticket has spaces for the following record: No., Date, Load, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9x11 inches. Printed on good paper.

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GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

ORGANIZED 1878

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Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

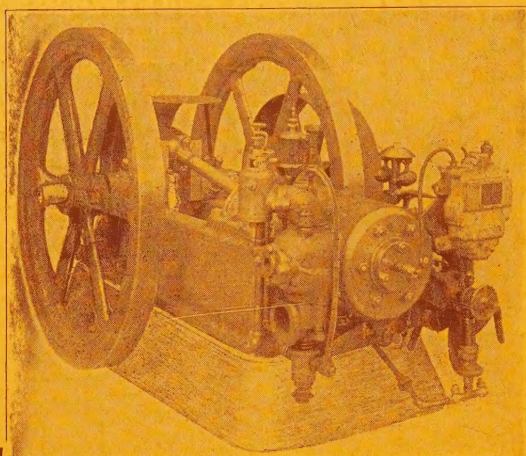
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Cash Surplus - 353,034.68

GEORGE POSTEL, President G. A. MCKINNEY, Secretary

Address all Correspondence to the Company
at Alton, Ill.

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Advantages of the Lambert Engine

A Strictly High-Grade Engine in every particular, neat in design, smooth running qualities, wide range of governable speed, unlimited power capacity, light, and reinforced in those parts where through experience in the manufacturing of engines has proved weak.

No batteries required with our new system of ignition.

Which is preferable—wait until your engine breaks down beyond repair, or have an engine which is beyond breaking down. Write for latest catalog.

The Lambert Gas & Gasoline Engine Co.
(East End) ANDERSON, IND.

ELEVATING EQUIPMENT WITH ROPE DRIVE

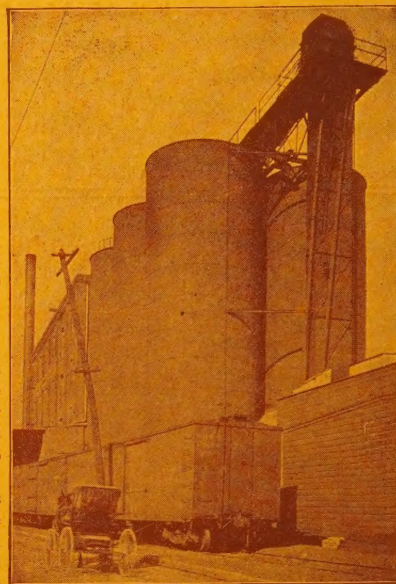
Installed by

Webster

for Western Flour Mills of Davenport, Iowa, the largest mill in the state. The highly satisfactory service it is rendering is but another link in the chain of demonstrated proof of superiority of the **WEBSTER METHOD** of **ELEVATING** and **CONVEYING**.

If you want an efficient, rapid and economical handling system write our nearest office. Our engineers will plan out and design machinery to fit your needs.

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DUST

the direct or indirect cause of many fires in grain elevators and warehouses.

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save yourself any probable loss by installing a dust collector? A machine which experience has proven superior to all; does more and better work; is storm proof and spark proof.

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